CITY OF TORONTO
PLANNING AND DEVELOPMENT DEPARTMENT

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CC&W/Midtown
May 5, 1983

To: Land Use Committee

Subject: Revised North Midtown Area Plan.

Origin: Commissioner of Planning and Development
(c711uc83242:175)

Comments:

Summary

The Revised North Midtown Area Plan, as recommended in this report, contains a Part II Official Plan (Appendix C), amendments to the Zoning By-law, the beginnings of a "Comprehensive Streetscape Improvement Plan", and as set out in the separate report, "Design Guidelines for North Midtown", guidelines for redevelopment.

Rather than standing on its own, the Revised North Midtown Area Plan refines present policies of the Official Plan Part I and the Zoning By-law, in order to better implement planning objectives for North Midtown. It updates and simplifies the 1976 Area Plan, and supplements the 1976 Plan where necessary.

North Midtown is an area that undergoes substantial redevelopment. The main focus of the Area Plan is to guide redevelopment. The Part II Plan focusses on Area of Special Identity statements and other objectives in this regard and limited amendments to designations in the Part I Official Plan and Zoning By-law. These are proposed, where necessary, to ensure more compatible development than the present controls encourage.

North Midtown is the first Area Plan to contain detailed design guidelines ("Design Guidelines for North Midtown") and a proposed Comprehensive Streetscape Improvement Plan, important tools in implementing area planning objectives.

1. Background

The North Midtown Area Plan, which was adopted in principle by City Council on November 12, 1976, contained final recommendations for a Part II Official Plan and amendments to the Zoning By-law respecting the North Midtown planning area. It also contained a number of rather general recommendations for development review criteria for certain sub-areas within North Midtown and other

actions to be taken respecting matters such as parking, loading and servicing and the designation of historic buildings.

Since the recommendations contained in the 1976 North Midtown Area Plan have never been put into the form of implementing by-laws, the Area Plan has no legal status, notwithstanding its approval in principle. It has been used, however, in evaluating development applications and in responding to planning issues in North Midtown.

On October 6, 1980, the Planning Board adopted the recommendations of the report "Comprehensive Review of the North Midtown Area Plan," which contained a detailed review of the provisions of the North Midtown Area Plan in the context of:

(i) changes to the Official Plan and Zoning By-law resulting from the approval of the Central Area Plan and By-law;

(ii) planning issues previously dealt with in my March 26, 1979 report to the Planning Board; and

(iii) current planning issues in the North Midtown area.

The report also examined the issue of whether it was still appropriate to proceed with the North Midtown Area Plan as a comprehensive Part II document, in view of the length of time which had passed since it was approved in principle by Council.

The 1980 "Comprehensive Review" report concluded that a comprehensive Part II document was still useful for the North Midtown area and that a number of revisions should be made to update the Plan. However, no specific amendments to the 1976 North Midtown Area Plan were recommended, but, rather, copies of the report were circulated to individuals and groups representing interests to be affected by the Plan, along with a letter requesting their comments on (i) the proposal that an updated and simplified version of the 1976 North Midtown Area Plan be processed as a comprehensive document, and (ii) the specific revisions proposed in the "Comprehensive Review" report.

Following the Planning Board's approval of the recommendations contained in the "Comprehensive Review", copies of the report were circulated to the individuals and groups specified in the report, as well as to others who requested copies. In addition, meetings were held with the Davenport Village Association and the Avenue-Bay-Cottingham Ratepayers' Association (ABC). Copies of all the written responses received are included in Appendix B of this report.

2. Purposes and Organization of this Report

The purposes of this report are to:

(i) review the major concerns raised by those who responded to the proposals set out in the "Comprehensive Review";

(ii) bring forward proposals respecting matters which were left as unresolved in the "Comprehensive Review";

(iii) further update the proposals based on development activity and other actions since 1980; and

(iv) recommend a revised version of the North Midtown Area Plan to replace the version approved in principle by Council in November, 1976, for consideration by the Planning Board, Land Use Committee and Council.

This report does not discuss proposals dealt with in the 1980 "Comprehensive Review" unless they required further study as a result of comments on the "Comprehensive Review" report.

Sections 3, 4, and 5 of this report deal with the responses to the 1980 report "Comprehensive Review of the North Midtown Area Plan" from the Asquith-Collier Residents' Association, owners and representatives of the two Avenue Road churches, and the Davenport Terrace Merchants and owners.

Sections 6, 7, and 8 deal with matters which were proposed for further study in the report "Comprehensive Review of the North Midtown Area Plan", particularly with respect to use restrictions, the Yonge Street Special Study Area, height limits, minor area zoning changes and an update of other matters contained in the 1976 Area Plan.

Section 9 deals with development review criteria and discusses the basis for the companion report, "Design Guidelines for North Midtown".

Section 10 deals with the prohibition of split level entrances in CR districts.

Section 11 discusses the need for pedestrian level wind and shadow impact studies.

Section 12 proposes the preparation of a "Comprehensive Streetscape Improvements Plan" for North Midtown.

In addition, there are four appendices in this report. Appendix A deals with the changes to the 1976 Area Plan as proposed in this

report and the 1980 report "Comprehensive Review of the North Midtown Area Plan". Appendix B includes the responses received to the proposals in the report "Comprehensive Review of the North Midtown Area Plan". Appendix C is the proposed consolidated, updated, and revised North Midtown Part II Plan. Appendix D is a summary of the proposed public improvements to be considered and co-ordinated with the proposed "Comprehensive Streetscape Improvements Plan", as discussed in Section 12 of this report.

3. Response by the Asquith-Collier Residents' Association to the 1980 Report "Comprehensive Review of the North Midtown Area Plan"

The detailed response from the Asquith-Collier Residents' Association is attached in Appendix B of this report. The main concerns in the response are addressed below. Items such as the addition of the designated view up Rosedale Ravine have been included in the revised Plan and are not discussed in this report.

3.1 Controls over development in lands adjacent to the Asquith-Collier housing pocket

The response calls for a number of controls or changes to existing controls that affect the lands adjacent to the housing pocket - the Manulife site, the Crown Life development at 160 Bloor Street East, and the City Housing project on Church Street. The concerns of the Asquith-Collier Residents' Association have been discussed in the review of these projects through various meetings and letters.

The Association calls for a review of the proposals for the block bounded by Church, Asquith and Park Road. The block is designated a Medium Density Mixed Commercial-Residential Area in the Part I Official Plan, and zoned R3 Z3, recognizing the problems of developing a small site adjacent to the housing pocket. It is more appropriate to designate the eastern part of the block, which contains a church, as part of the housing pocket, "Low Density Residence," which permits the church use. The change is shown on Map 1 of this report. The remaining part of the block should be designated open space to reflect the Crown Life settlement, which is set out in Section 11.30 of the Part I Official Plan. However, it should be noted that discussions are underway to finalize the development of the "park", including the option of retaining the existing Sporthaus building. Approval of the open space designation should not be finalized until this issue is resolved.

It is also proposed to amend the present CR L2 U350 zoning for the triangular-shaped block bounded by Church, Collier and Park. The block contains houseform buildings primarily used for commercial purposes. The present scale and uses are appropriate;

redevelopment to the substantially higher Medium Density Mixed Commercial-Residential densities may not be appropriate for the small block. Therefore, the as-of-right densities in the Zoning By-law should be reduced from CR L2 U350 to CR L2 U150 to better reflect the existing scale of development. Further uses should be restricted to those that are compatible with closely adjacent houses, using the same set of use restrictions as has already been approved for Belmont Street, and the former Fishleigh By-law Area.

3.2 Zoning in the Yonge Street Low Density Mixed Commercial-Residential Areas

The Asquith-Collier Residents' Association was concerned about the proposed increase in residential density along Yonge Street, north of Ramsden Park, and Davenport Road from U100 to U150, and the associated increase in the mixing formula constant from 2 times to 2.5 times. It should be noted that the 1976 Area Plan included this provision. The purpose of the higher density is to permit a larger number of smaller units which are more appropriate in strip developments, rather than fewer larger units. The height limit remains unchanged to ensure that the units will not be large and will not overshadow the adjacent residential areas. This higher units per hectare density has been permitted on many similar CR strips in the City by way of Part II Plans. No change is therefore proposed.

The second concern is that buildings proposed for the Yonge Street frontage, between Cumberland and Yorkville could not be built under the CR L2.5 U150 zoning with a mixing formula constant of 3 within the 14 metre height limit. The existing density of the listed buildings along this strip averages 1.6 times the area of the lot. The 2.5 times non-residential density is seen as an incentive to retain the existing three-storey buildings while permitting some expansion. With this increase in non-residential density, an associated decrease in residential density was necessary. However the U150 would still permit some smaller residential units as part of the development. A 2.5 times commercial building with some residential above could be built within the height limit. For example, even in cases where the building does not cover the entire lot, a basement and up to four storeys could be built which may include small residential units in the upper storeys. The Low Density Mixed Commercial-Residential Area designation and CR L2.5 U150 zoning is also proposed for the easterly half of the Yonge-Yorkville-Scollard block to encourage new development that is more compatible with the existing Yonge Street character than might be possible under a Medium Density Mixed Commercial-Residential Area designation.

The CR L2.5 U150 zoning with a 14 metre height limit is also proposed for the fire hall and library on Yorkville, both in

public ownership and listed by the City because of historical merit. This zoning more accurately reflects the existing situation than the current CR L1.5 U250 zoning and 46 metre height limit. The proposed zoning also allows some further expansion of the existing buildings.

3.3 Rosedale Ravine Lands Provisions

The response from the Association recommended that density should not be calculated for the privately-owned ravine land portions of sites on Bloor Street. This is not legally possible. However, all the current development projects on this portion of Bloor have been designed to retain the ravine portion by locating density on the Bloor frontage. In most cases, land has been or will be conveyed to the City for parks purposes without loss of density, meeting the objective of the special provisions of Section 5.31 of the Official Plan, which is to obtain more park land.

The response also recommended that the building envelope to protect ravine land be included in the Zoning By-law rather than listed as development review criteria. All of the major sites that would be developed in the area are now subject of site plan by-laws or development agreements, with the projects designed to generally comply with the building envelope as set out in the 1976 Area Plan. Further, the City's ravine protection legislation is now in place which prevents development on ravine lands. It therefore does not seem appropriate to now apply an envelope through Zoning By-law provisions to the two remaining small sites. The layout of buildings on these lots can be dealt with under development review.

3.4 Interface between Commercial and Residential Areas

The response called for further detailing of provisions to protect residential areas from adjacent commercial uses. Section 2.4 of the attached revised Part II Plan in Appendix C now emphasizes the importance of this objective. This matter is also dealt with in the proposed use restrictions provisions of the Zoning By-law, discussed in Sections 3.1, and 6.1 to 6.3 of this report. Also, the proposed development review criteria, noted in Section 9, but expanded in the separate report, "Design Guidelines for North Midtown", contain criteria to meet this objective.

4. Response by the Churches on Avenue Road to the 1980 Report "Comprehensive Review of North Midtown Area Plan"

Owners and representatives of owners of the two churches at Roxborough Street and Webster Avenue along Avenue Road, whose letters are included in Appendix B, objected to the proposal in the Comprehensive Review Report to zone the church sites at

Roxborough Street and Webster Avenue as R2 Z3 and R3 Z3 respectively. These designations, which were unchanged from the existing Zoning By-law, are the same as the adjacent residential areas. The designation in both the Part I and proposed Part II Official Plan for these sites is Low Density Mixed Commercial-Residential Area.

The re-use of church buildings no longer required for their original purposes is a problem. While the buildings are often listed or designated as having architectural and historic merit, as the two Avenue Road churches are, suitable uses are hard to find. The problems with these two buildings are compounded by problems arising from their proximity to low density housing areas, such as compatibility of uses, lack of parking, and scale of development. Discussions about an appropriate addition to St. Paul's Church centre on these issues.

The issues related to the two churches are quite different. The owners of the church at Roxborough Street are seeking permission for commercial uses within the existing building with no additions being proposed, while the owners of the church at 121 Avenue Road seek a change of use in the existing church building as well as in the proposed addition to the rear of the Sanctuary.

While the use of the church building at Roxborough Street remains as a church as permitted by the present R2 zoning, other non-residential uses of the building could be compatible with the building and with the adjacent houses. Such uses would be those that do not generate much traffic and that operate during the day. Restaurants, taverns and theatre type uses are not acceptable. I am therefore recommending that the Roxborough Church site be rezoned CR L2 U150, as is proposed for the strip along Avenue Road. Part of the site is covered by By-law No. 716-82 which prohibits an eating establishment, a tavern or public house, a billiard or pool room, a club and a place of amusement. The map attached to By-law No. 716-82 should be amended to include the entire site at 243 Avenue Road. It should be noted that since the building is designated, there is no requirement for parking. The existing 12 metre height limit for the church would remain in effect, which is the same for the adjacent residential height limit.

The site at Roxborough is the subject of an outstanding objection to the R2 zoning given to the site by the Central Area By-law. The proposal described above would appear to resolve this objection in an acceptable way.

The owner of St. Paul's Church at 121 Avenue Road has submitted a rezoning application to retain the Sanctuary, which is designated as having historical and architectural importance, for commercial

purposes, and to construct an addition for a mix of uses including office and residential units. The application makes use of the historic bonus. Certain non-residential uses for the site could be compatible with the Sanctuary and with the adjacent houses along Webster Avenue. The Historical Board would carefully review any application for a building permit to ensure that the historic aspects of the building are retained. Any alterations should not damage the painted ceiling in the Sanctuary, the main reason for designation, or conflict with the proper view of the ceiling from the ground floor level of the church. Appropriate uses would be those that do not generate much non-residential vehicular traffic and that do not adversely impact upon the residential environment of Webster Street. Restaurants and taverns, for example, are uses which are not acceptable. I am therefore recommending that the 121 Avenue Road site be rezoned to CR L2 U150, which is the zone applied to Avenue Road north of Webster Avenue, but that the non-residential uses be limited by extending the use restrictions in By-law No. 716-82 to this site. Since the building is designated, there is also no requirement for parking. Any significant additions would continue to require approval of a rezoning application.

The owner of 121 Avenue Road is also concerned about the proposed 14 metre height limit. The existing steeple at 121 Avenue Road exceeds the proposed 14 metre height limit, but is legally permitted since it pre-dates the introduction of height limits. The lower height limit for 121 Avenue Road, compatible to the 12 metre height limit for the housing pocket along Webster Avenue, ensures a more compatible form of development. Any increase should be subject of review on a site specific basis because of the scale of the adjacent houses. For example, a higher limit could be acceptable for part of the site if the project immediately adjacent to the houses is low.

5. Response by the Davenport Terrace Merchants and Owners to the 1980 Report "Comprehensive Review of the North Midtown Area Plan"

My report bringing forward separate provisions proposed in the North Midtown Area Plan for Davenport Terrace was deferred by the Land Use Committee on January 24, 1980. The report proposed upzoning of Davenport Terrace from CR L0.5 U100 to CR L1 U100 and the imposition of an angular plane and special setback provisions. The deferral was made because of concerns about making changes piecemeal prior to the adoption of a comprehensive area plan. Certain technical matters were also to be further examined.

There were three main concerns about the proposal. The first was where the building envelope angular plane should be measured from: at the rear property line of the adjacent Pears Street properties

which are much below the Davenport Terrace properties; on the lane; or at the level of the gardens of the houses on Pears, which could be lower than the lane. The second concern was how the front setback should be measured. The third point, made by the Davenport merchants, is to increase the proposed angle of the angular plane so that third storey residential units can be larger.

It is now proposed to include the proposed setback and angular plane provisions as guidelines rather than as by-law requirements. The by-law provisions are, by nature, rigid, and the guidelines would allow for some flexibility while ensuring important planning objectives are met. A simplified and revised proposal for a building setback and envelope is included in Section 7.2 of the design guidelines report. Privacy for the Pears Avenue residences is still maintained through the substantial distance between them and the Davenport Terraces and, in many cases, by the existing trees along the embankment.

6. Matters Proposed for Further Study in the 1980 Report "Comprehensive Review of the North Midtown Area Plan"

6.1 Belmont Street Use Restrictions

The Comprehensive Review report recommended that the south side of Belmont Street between McMurrich and Sara Place continue to be covered by Section 11.34 of Part I of the Official Plan. This provision permits the use of the existing buildings and additions to these, up to a maximum density of 2 times the lot area for commercial purposes. The Zoning By-law also contains paragraph 16(1)(tttt) which permits the use of any existing building for any use permitted in a CR district - commercial and residential uses. The 1980 Comprehensive Review report also proposed that the list of non-residential uses permitted should be reviewed to ensure uses that are compatible with the adjacent residential neighbourhood.

City Council recently amended the Zoning By-law to delete those uses which are most incompatible with a residential street - a restaurant, club, pool hall, etc. Existing non-residential uses remain permitted. Therefore, no further changes are required.

6.2 Scollard Street Use Restrictions

The issue of restricting non-residential uses, particularly restaurants, was the key concern at the Ontario Municipal Board hearings on By-law 848-79 which established new density provisions as well as use restrictions for Scollard Street. The By-law is now approved, and the use restrictions, including the prohibition

of restaurants, are included in the Zoning By-law. Therefore, no further changes are required.

6.3 Avenue Road and Davenport Frontages Use Restrictions covered by the Fishleigh By-law

The Fishleigh By-law, which predated the City's Zoning By-law, permitted limited commercial, institutional and residential uses considered compatible with adjacent residential areas. Many of the provisions of the Fishleigh By-law had become redundant, while others unnecessarily conflicted with uses normally permitted in CR districts and appropriate in the Fishleigh area. Other provisions remained important. Both the North Midtown Area Plan and Annex Part II Plan envisaged the repeal of the Fishleigh By-law and the incorporation of its more relevant use restrictions in the Zoning By-law.

On November 7, 1982, City Council enacted By-law No. 716-82, which deleted the Fishleigh By-law as a regulation that prevails over the Zoning By-law and prohibited in the CR areas affected by the Fishleigh By-law, the Avenue Road frontage north of Webster, and the Davenport frontage between Avenue Road and Bay Street, the following uses: an eating establishment, a tavern or public house, a club or place of amusement, a billiard or pool hall. These uses were prohibited by the Fishleigh By-law. Therefore, no further changes are required.

6.4 Yonge Street Special Study Area (Canadian Tire Site)

This area, established in the 1976 North Midtown Area Plan, is bounded by Yonge Street, Rosedale Valley Road and Church Street, but excludes the existing buildings on Park Road and Collier Street. The area contains a major redevelopment parcel, the Canadian Tire lands, as well as a number of sites presently containing low scale buildings and which could be redeveloped. A preliminary proposal for the Canadian Tire lands including air rights over the TTC tracks has been discussed with City staff and area groups but has not yet been submitted as a development application.

The major outstanding planning issue for the Canadian Tire site, as set out in Section 6.2 of the 1976 North Midtown Area Plan, is to establish an appropriate built-form for the site as it abuts Rosedale Ravine. The two relevant planning objectives are to protect the ravine from overshadowing, and to maintain views out from subway trains. A further planning objective for the study area is to reinforce the traditional low scale of development along the Yonge Street frontage. These are discussed below.

6.4.1 Use and Density Provisions

The use and density provisions of the Official Plan and Zoning By-law now encourage development suitable for the area, if supplemented by a number of built form controls. The lands are designated as a Medium Density Mixed Commercial Residential Area and zoned CR L2 U300, except for the City-owned lands abutting the TTC right-of-way, which are zoned CR L1 U150.

The retention of the CR L1 U150 "holding" zone for the tracks and City-owned land will ensure public review, by way of a rezoning application, of any substantial development in this area abutting the ravine so that the form and appearance of development over the tracks is compatible with the ravine land.

6.4.2 Impact on the Ravine

The protection of the ravine land from overshadowing can be achieved by ensuring that alternative massing arrangements are adequately investigated in terms of sun, wind and visual impact for projects abutting it. Any major development on the track lands would have to be by way of rezoning which ensures public review. The report "Design Guidelines for North Midtown" contains guidelines for the Rosedale Ravine areas, particularly with respect to ensuring that the ravine is not unduly overshadowed.

6.4.3 Yonge Street Frontage Height Restriction

While the site permits development to a height limit of 46 metres, a height limit of 14 metres is proposed along the Yonge Street frontage to provide for reinforcement of the traditional Yonge Street scale. However, rather than including such a restriction in the Zoning By-law, it is proposed that the height limit be applied by way of a guideline as contained in Section 9.3 of the report "Design Guidelines for North Midtown". The deep sites allow for the design of a building which can accommodate the lower street frontage height limit.

6.4.4 Views Out for Subway Riders

The preservation of views out for subway riders to the ravine area has been an important planning objective since this part of the subway line is next to the tunnel that continues through Midtown and Downtown. This objective can still be met if the tracks are decked. The preservation of views out for subway riders is included as a designated view on Map B of the Part II Plan and as a guideline in Section 9.3 of the report "Design Guidelines for North Midtown".

6.4.5 Pedestrian Level Wind Study for the Canadian Tire Site

General wind studies have indicated that buildings over 30 metres contribute toward an undesirable pedestrian environment around these tall buildings. Since the height limit along Yonge Street is 46 metres, a pedestrian level wind study should be submitted as part of a development application to indicate the impact of the proposed new buildings along Yonge Street and throughout the development. The requirement for pedestrian level wind studies is also called for in Section 2.9 of the Part II Plan (Appendix C) for high buildings and is included as a general guideline in Section 3.3 of the report "Design Guidelines for North Midtown".

6.5 Minimum Lot Frontages

The 1976 North Midtown Area Plan proposed that the minimum lot frontages be reduced for the residential areas from the usual 6 metres to 5 metres. This has been proposed for a number of the older neighbourhoods of the City where the existing lot frontages are often less than 6 metres in width and should also be implemented for North Midtown. The exception to the 6 metre provision, approved by Council on November 5, 1981 as By-law No. 723-81 for Roxborough Street, which is characterized by much larger houses and lots, should be maintained.

6.6 The Yonge/Davenport/Church Area

The recommendation for further study of the area, particularly with respect to built form, was included in the 1976 North Midtown Area Plan. This report deals with the area in a number of places. The Yonge Street Special Study Area is dealt with in Section 6.4 of this report. The Church/Park block is discussed in Section 3.1 of this report. Further, the Yonge Street frontage between Cumberland and Yorkville, and part of Yorkville Avenue was discussed in Section 3.2. The proposed development review criteria for the area are discussed in the separate report, "Design Guidelines for North Midtown".

6.7 Minor Area Zoning Changes

Three small area changes are proposed to the Zoning By-law. The first is a minor readjustment to reflect existing property lines at the southeast corner of Avenue Road and Davenport Road. There is a current development application which required Committee of Adjustment variances because part of the site was zoned CR and the rest zoned R. The existing boundary line was established incorrectly because it arbitrarily cuts through properties. Appropriate setback of new buildings in the CR district from the abutting R district can be achieved through the site plan control process.

The second zoning change is the southeast corner of Asquith and Yonge. The site is the subject of a site specific amendment to both the Official Plan and Zoning By-law to permit a 6.5 times coverage commercial building. There is one small remaining property zoned CR L1.5 U250 between this site and the Hudson Bay Centre which is built to a considerably higher density. The entire corner should be zoned CR L4.5 U350 with a height limit of 61 metres.

The third zoning change is to rezone to G the lands along the Rosedale Valley Ravine, which are being conveyed to the City in conjunction with development projects thereby reflecting their change of use to City parks.

7. Height Limits

The Zoning By-law contains general height limits of 12 metres for the low density residential areas. While parts of these areas are built to this height, streets such as Berryman, Belmont and Davenport Terrace are not. As shown in a recent project built on Berryman and in others proposed for the street, the 12 metre height limit can result in houses that are out of scale with the existing houses. New development, including development at higher densities than that existing, should be similar in scale. Since height is an important measure of scale, it is important to adjust the height limits for these streets from 12 metres to 10 metres in order to maintain the integrity of the existing streetscapes and ensure the compatibility of new buildings with their neighbours. The reduced height limits of 10 metres as shown on Map No. 4 are therefore proposed.

Other height limit adjustments as shown on Map No. 4 relate to the Yonge - Yorkville Area of Special Identity. As described in Appendix C of this report and further described in Section 4 of the report "Design Guideines for North Midtown", the Yonge - Yorkville Area of Special Identity presently consists of a large number of under-developed and vacant sites. Through redevelopment, opportunities exist to enhance views of historic structures, reinforce the Yonge Street streetscape and establish a comfortable scale along the street.

In order to ensure that the scale of proposed buildings contribute to the Area's improvement, the following height limit adjustments are proposed:

(i) reduction in height from 46 metres to 14 metres along Yonge Street from Cumberland to Davenport/Church including the historic Yorkville Firehall and Library. The existing height of the historic structures fronting Yonge Street average 12 metres in height. As discussed

in Section 3.2 of this report, in order to ensure the retention of the existing three storey buildings, the new zoning and height limit of 14 metres have been proposed. These adjustments would still permit some expansion of commercial facilities in these buildings plus permit some small residential units above within the proposed height limit. Also the reduction in height ensures that Stollery Park and the proposed improvements to Scollard Street are not adversely overshadowed by tall structures; and

(ii) reduction in height from 46 metres to 30.5 metres for the remainder of the Yonge - Yorkville Area of Special Identity. Recent applications for development in this Area have shown that buildings proposed at 46 metres in height have an adverse impact on the streets within the Area as well as on neighbouring areas. These include impact on the scale of the streets, shadows cast onto public parks, sidewalks and residential buildings, and the potential decrease in the comfort level of pedestrians walking in the Area which may result from potential wind problems arising from the number of tall buildings proposed or already built in the Area. This latter problem is further discussed in Section 11 of this report. A height limit of 30.5 metres for this Area would still permit the development of a mixed use commercial-residential project at the permitted maximum non-residential density of 1.5 times the area of the lot, while restricting the residential component of a project to a smaller size of dwelling unit.

8. Update on Other Matters Contained in the 1976 North Midtown Area Plan

8.1 Parking, Servicing and Traffic

The new Central Area Parking and Loading Standards, updating parking requirements which affect North Midtown, were approved by Council on March 7, 1983, as By-law No. 236-83. Therefore many of the proposals respecting parking in the 1976 Area Plan are no longer necessary.

A parking study of the Yorkville/Bloor area prepared in 1981 by my staff and approved by City Council highlighted the need for increased short term public parking opportunities. To meet this demand, spaces are being sought in larger redevelopment projects, such as the University Theatre and 100 Yorkville sites. The objective of providing extra parking spaces is included as Section 2.6 of the Part II Plan and as a general guideline in Section 3.1 of the report "Design Guidelines for North Midtown".

8.2 Use of Section 41 (formerly Section 35b) of the Planning Act to acquire parkland

City Council has decided not to apply Section 41 to acquire parkland or payment in lieu of land when permission is given for a new residential building. It would not be appropriate to consider the use of such a power for the North Midtown area. However, Planning staff are currently reviewing the opportunities offered throughout the City by this provision and will be reporting on it at a later date.

8.3 Historical Board list

The 1976 Area Plan recommended study by the Toronto Historical Board of further buildings to be listed in North Midtown. Since 1976, when the Area Plan was first before Council, a number of buildings have been added to the list or designated. Among these are 200 Bloor Street East, the two churches on Avenue Road and the Church of the Redeemer at Avenue Road and Bloor. Further comprehensive study is now not necessary.

9. Development Review Criteria

Under Section 40 of the Planning Act, the City can review a number of matters (excluding use, density and height) relating to site planning and maintenance. These include landscaping, access, massing and the relationship with adjacent buildings in special circumstances. This report proposes including a number of building envelope controls as guidelines rather than as zoning by-law provisions which are, by nature, less flexible. Experience has shown that such guidelines can be an effective control and means of achieving the desired planning objectives.

Bill 159, which is to replace the existing Planning Act in August, 1983, introduces a new provision that permits a municipality to extend its powers of review to smaller residential projects provided that the areas affected are so designated in the Official Plan. However the new site plan control provision will likely not come into effect for a further year. The residential parts of North Midtown, recommended as Areas of Special Identity in the Part II Plan, should be so designated. However, it would be more appropriate for administrative purposes to designate areas throughout the City at the same time, rather than separately.

The 1976 Area Plan included the beginnings of development review criteria. These are considerably expanded in the separate report "Design Guidelines for North Midtown". Many of the area planning objectives can be met through application of the guidelines to development projects, as shown in the chart below.

OBJECTIVE	TYPE OF PROJECT GUIDELINE
(a) protection of residential areas from adverse impacts of adjacent commercial use	- location of servicing and vehicular access - impact of massing on shadows, wind, visual intrusion - buffering, by way of landscaping, fences - location of uses
(b) enhancement of Areas of Special Identity	- location of building, servicing - compatibility with adjacent buildings in scale, form, character - treatment of surface parking lots - compatibility of landscaping, open space areas - location of entrances - protection of special views - location and type of signs, lighting and street furniture
(c) enhancement of historic buildings	- location, scale and form to be compatible with unique character of adjacent historic building
(d) improvement to publicly accessible areas (streets, front yards, parks)	- secure access to open spaces - sun and wind studies of major buildings to optimize conditions at grade - through block pedestrian connections where appropriate - landscaping to tie into street improvement plan - major street intersection improvements as pedestrian focal points - location of servicing and parking access to minimize conflicts with pedestrians - improved access for the disabled and elderly - provide pedestrian-related interest at grade
(e) increase public parking spaces in the Bloor/ Yorkville Area	- encourage increased parking for certain projects for use as public parking

Map C of the Part II Plan has been updated to show existing underground and midblock routes and future walkways.

10. Prohibition of Split Level Entrances in CR Districts

In order to provide safer access, maintain the existing character of the streetscape, and provide access for the disabled, split level entrances are not permitted now on many of the streets in the Central Core, including Yonge and Bloor Streets. The Village of Yorkville was specifically excluded because of existing numbers of split level entrances which are part of its special character. At the time of enacting the present split level entrance prohibition, it was anticipated that, based on area studies, additional streets would be added to the list. The following streets, shown in Map No. 6 in this report, are proposed to be added to the list of streets already prohibiting split level entrances. Entrances to buildings fronting on those streets are now predominantly at street level:

- Davenport Road between Avenue Road and Yonge Street;
- Church Street between Yonge Street and Park Road;
- Scollard Street;
- Bay Street between Bloor and Davenport Road;
- Yorkville Avenue between Bay Street and Yonge Street;
- Cumberland Street between Bay Street and Yonge Street; and
- Avenue Road between Bloor Street and the CPR tracks, including lands in the Annex Neighbourhood front on the west side of Avenue Road, but excluding the lands between Prince Arthur Avenue and Elgin Avenue which are subject to By-law No. 787-80.

11. Pedestrian Level Wind and Shadow Impact Studies

Ontario law does not protect access to sunlight nor is there any existing legislation which deals with undesirable wind conditions caused by tall buildings. The only right a landowner is entitled to is the right to have the airspace vertically above the property protected from any obstruction. While the Planning Act makes no specific reference to the control of sun and wind conditions, it does however provide under Section 40 of the Planning Act for the evaluation of location, conceptual design and massing of

buildings. This provision enables the City to address problems of sun and wind by requiring proponents of specific projects to predict the potential effects of alternative building forms on shading and wind speeds at grade. In the absence of suitable criteria in the past, these studies have been useful. Certainly eliminating major sun and wind problems early in the physical design process avoids expensive and often less than satisfactory remedial methods.

The report "Design Guidelines for North Midtown" provides both general and area specific guidelines for evaluating the impact of sun and wind within North Midtown. However, a detailed analysis of factors are necessary for each proposal, since the application of guidelines depends very much on a particular situation. These factors include the specific effects of a building's location, time of day, time of year, potential number of pedestrian users and the expectations people have of environmental conditions in the area. Therefore, shadow impact studies and pedestrian level wind studies should be required for major proposed developments early in the development review process in order to ensure that these design factors are evaluated.

12. Comprehensive Streetscape Improvements Plan

Redevelopment projects in the Core Area have often involved the replacement of adjacent City sidewalks. Further, one example in North Midtown where the pavement has been replaced is around the Renaissance Plaza project at Avenue Road and Bloor; another is the new Crown Life building on Bloor Street in such areas as Yonge Street south of College/Carlton and the St. Lawrence District, comprehensive plans were approved by Council to co-ordinate publicly funded improvements.

Because of the importance of streets in North Midtown, particularly Yonge, Bloor, and streets in the Village of Yorkville area, a "Comprehensive Streetscape Improvements Plan" should be prepared. Map 7 shows the beginning of such a plan and Appendix D lists general and area specific proposals related to this Plan.

Also a separate study of design guidelines for the Yonge/Bay/Bloor area should be undertaken in order to better co-ordinate improvement to these major streets and provide a basis for integrating new building development with streetscape improvements and the quality of the pedestrian environment. The study should include Bloor Street from St. George to Jarvis Street.

13. Processing

This report concludes the review of the North Midtown Area Plan. It makes final recommendations for Part II Plan statements and

Zoning By-law changes and the development of a "Comprehensive Streetscape Improvements Plan". The separate report "Design Guidelines for North Midtown" recommends development review criteria to be used in reviewing development applications and rezonings. The recommendations should now be the subject of public review, beginning with a public meeting held by the Planning Board in the area.

Recommendations:

1. That the City Solicitor be requested to prepare a draft by-law for the North Midtown Part II Official Plan, in consultation with the Commissioner of Planning and Development, substantially as set out in Appendix C of this report.

2. That the City Solicitor be requested to prepare a draft by-law to amend By-law No. 20623 to give effect to:

   (a) changes to district maps and height maps as shown on the maps attached to this report;

   (b) a reduction in the minimum lot frontage to 5 metres for the R2 and R3 districts within North Midtown, except for Roxborough Street;

   (c) adding to Section 16(2)(177) the following list of portions of streets where split level entrances are prohibited:

      (i) Davenport Road between Avenue Road and Yonge Street

      (ii) Church Street between Yonge Street and Park Road

      (iii) Scollard Street

      (iv) Yorkville Avenue between Bay Street and Yonge Street

      (v) Cumberland Street between Bay Street and Yonge Street

      (vi) Bay Street between Bloor and Davenport Road

      (vii) Avenue Road between Bloor Street and the CPR tracks, excepting the lands on the west side of Avenue Road between Prince Arthur Avenue and Elgin Avenue which are subject to By-law 787-80.

(d) adding an area specific exemption prohibiting the following uses on the block bounded by Church Street, Collier Street and Park Road: an eating establishment, a club, a place of amusement, a tavern, and pool hall.

3. That the City Solicitor be requested to submit a draft by-law to extend the use restrictions of By-law No. 716-82 to the entire property at 243 Avenue Road and to 121 Avenue Road.

4. That I be requested to report, as part of a City-wide report, on the inclusion of the Low Density Residence Areas, shown as Areas of Special Identity on Map No. 2 of this report, in the list of areas to be subject to additional site plan control provisions, to be introduced in the new Planning Act.

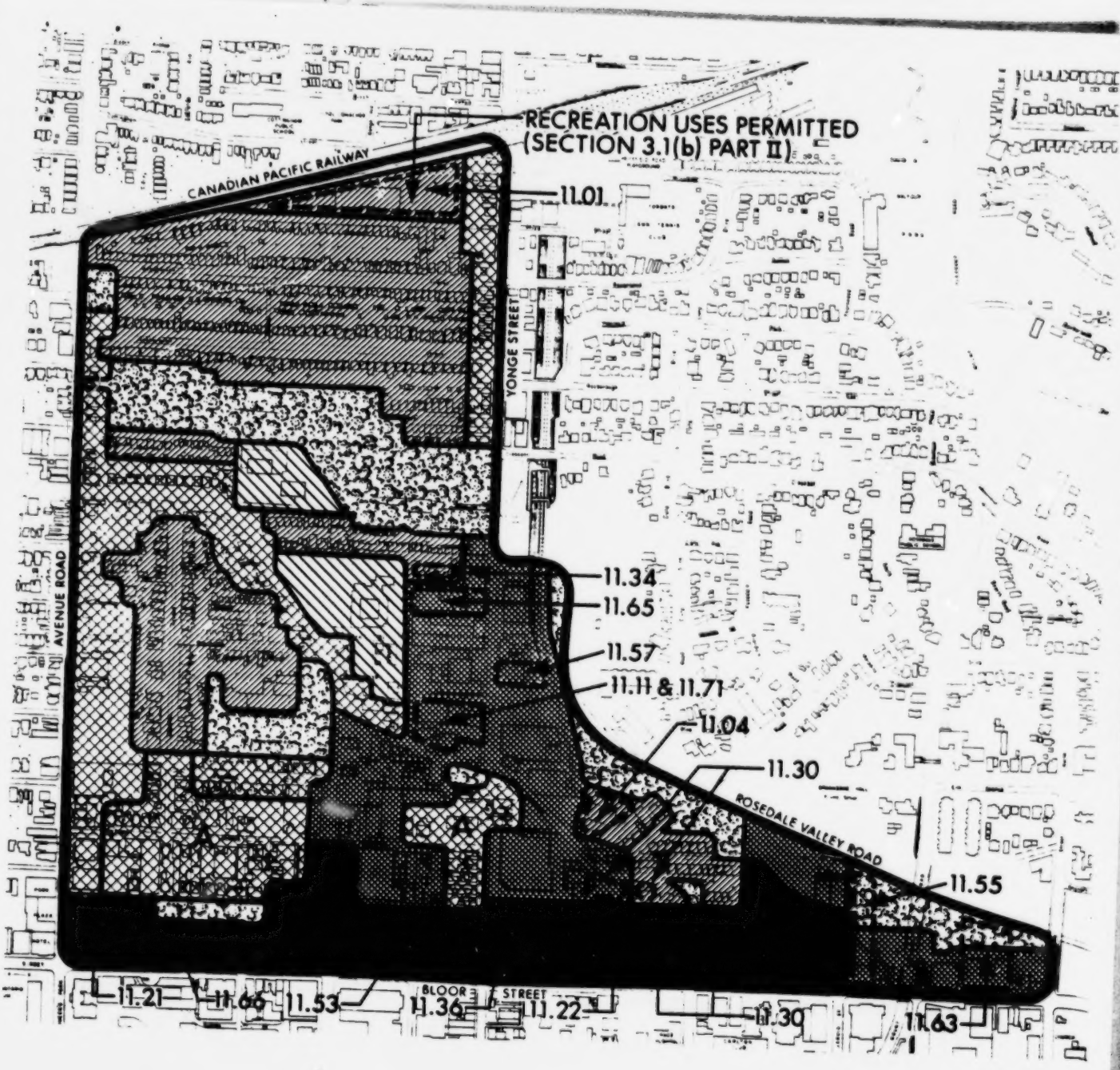
5. That I be requested to report separately on amendments to Map 3 of Part I of the Official Plan (areas of permissible commercial and industrial use) to delete areas now obsolete, including the "area of permissible industrial use" between the CPR tracks and Marlborough Street and Marlborough Place in North Midtown.

6. That I be requested to report to the City Services Committee on the preparation of a Comprehensive Streetscape Improvements Plan for North Midtown, developed in consultation with area interest groups, and to include estimated costs and possible sources of funding.

7. That I be requested to report on design guidelines for Bloor Street, between St. George Street and Church Street; for Bay Street, between College street and Davenport Road; and for Yonge Street, between Carlton Street and Davenport Road/Church Street, including guidelines for development and streetscape improvements.

Stephen G. McLaughlin
Commissioner

CM/JJ/clh



Map A

AREA DESIGNATIONS OFFICIAL PLAN PART II

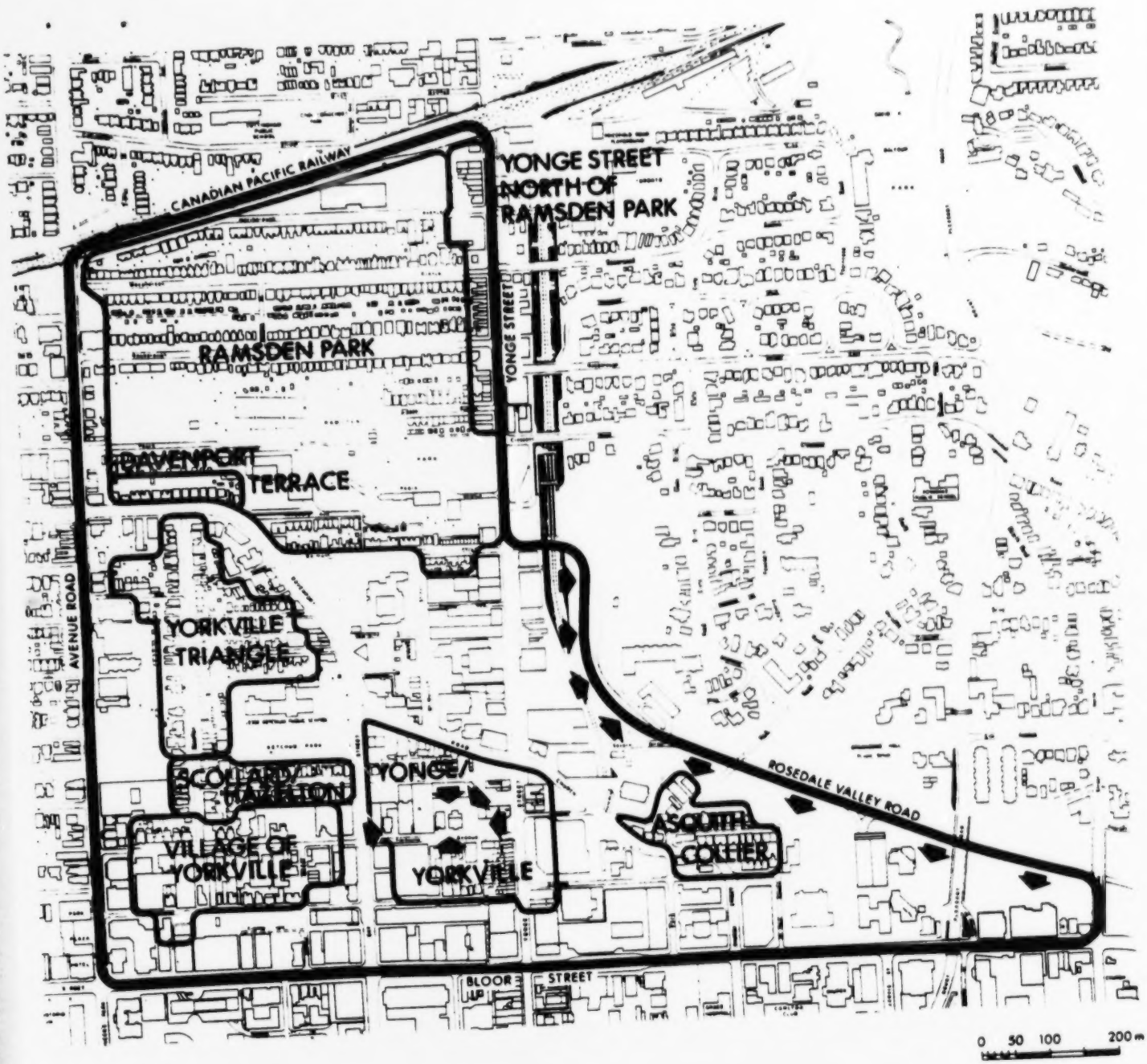
north midtown

1

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

MAY, 1983



AREAS OF SPECIAL IDENTITY

DESIGNATED VIEW

Map B

AREAS OF SPECIAL IDENTITY, DESIGNATED VIEWS OFFICIAL PLAN PART II

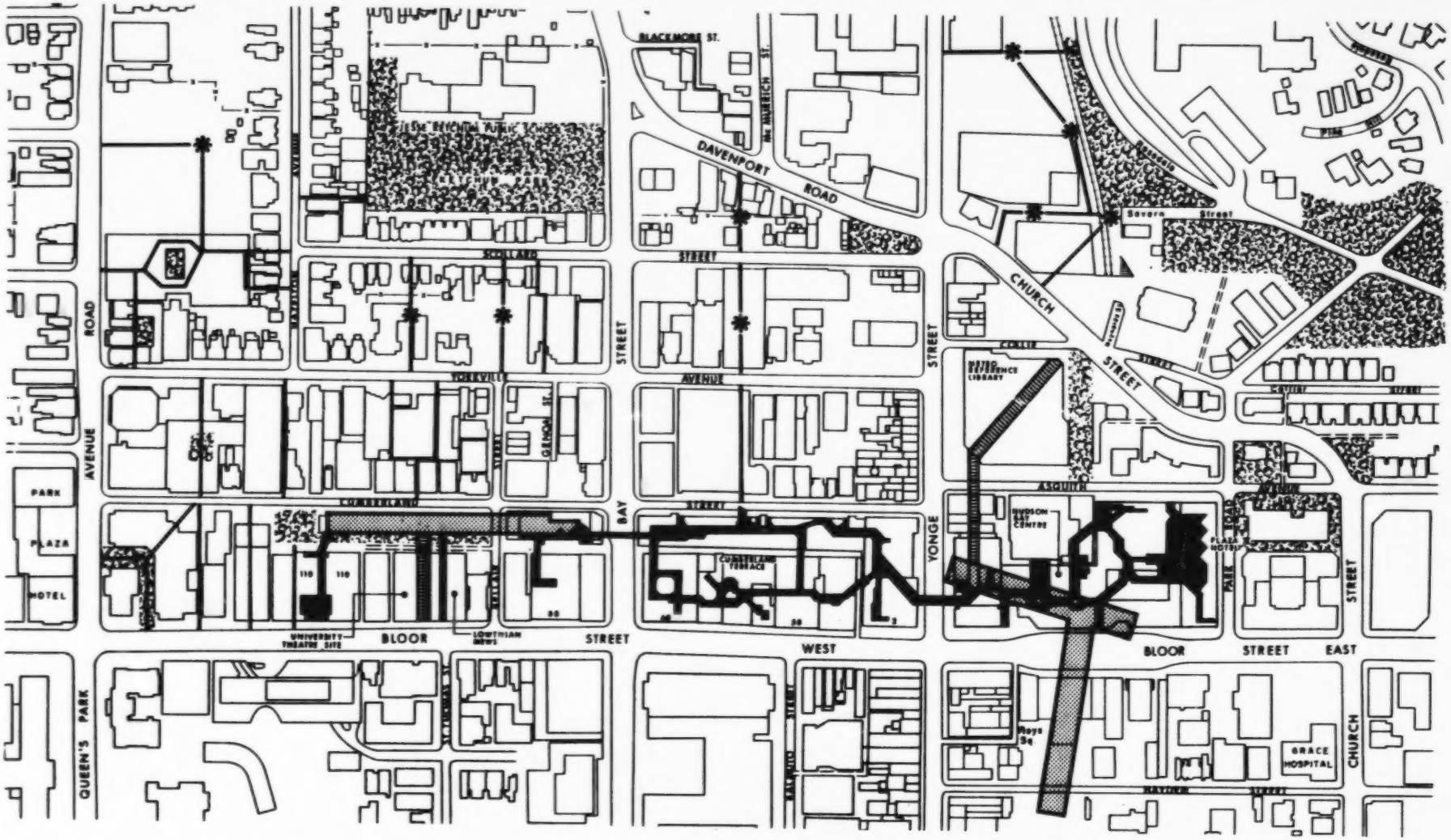
north midtown

2

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

MAY, 1983



EXISTING
FUTURE
UNDERGROUD PEDESTRIAN MALL SYSTEM
SUBWAY STATION
MIDBLOCK PEDESTRIAN ROUTES
PROPOSED PEDESTRIAN ROUTES
OPEN SPACE - EXISTING AND PROPOSED

Map C

NORTH MIDTOWN PEDESTRIAN SYSTEMS

OFFICIAL PLAN PART II

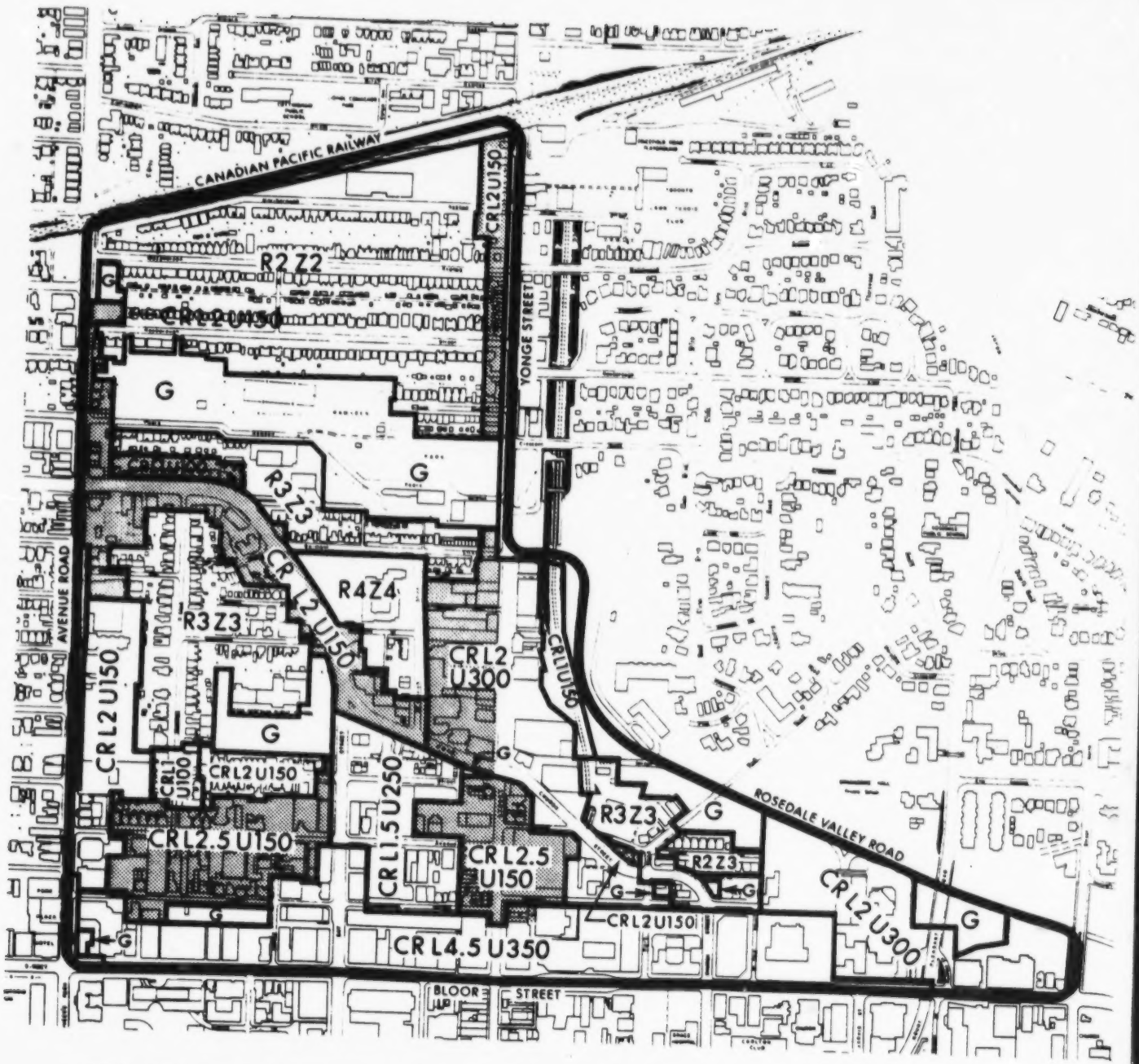
3

north midtown

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

MAY, 1983



NOTE: PREVAILING SITE PLAN BY-LAWS AND SPECIAL USE RESTRICTIONS ARE NOT SHOWN ON THIS MAP.

0 50 100 200 m

AREA WHERE CHANGES ARE PROPOSED

PROPOSED AMENDMENTS TO DISTRICT MAPS OF THE ZONING BY-LAW

REVISED NORTH MIDTOWN AREA PLAN

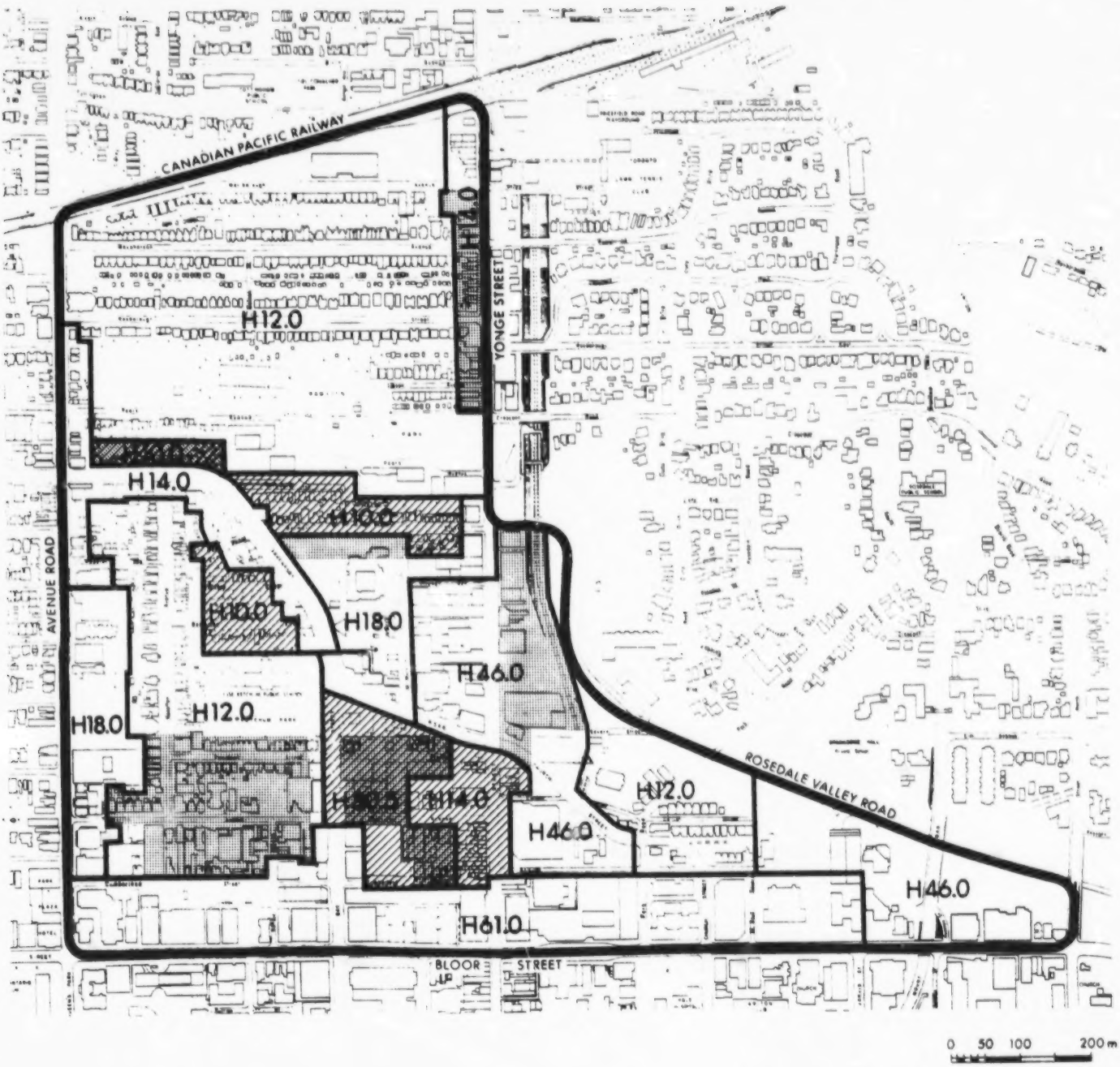
4

north midtown

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

MAY, 1983



BUILDING ENVELOPE GUIDELINE

PROPOSED CHANGES TO EXISTING HEIGHT LIMITS

NOTE: HEIGHT LIMITS AND BUILDING ENVELOPES OF PREVAILING SITE BY-LAWS NOT SHOWN

PROPOSED AMENDMENTS TO HEIGHT LIMITS (Metric)

REVISED NORTH MIDTOWN AREA PLAN

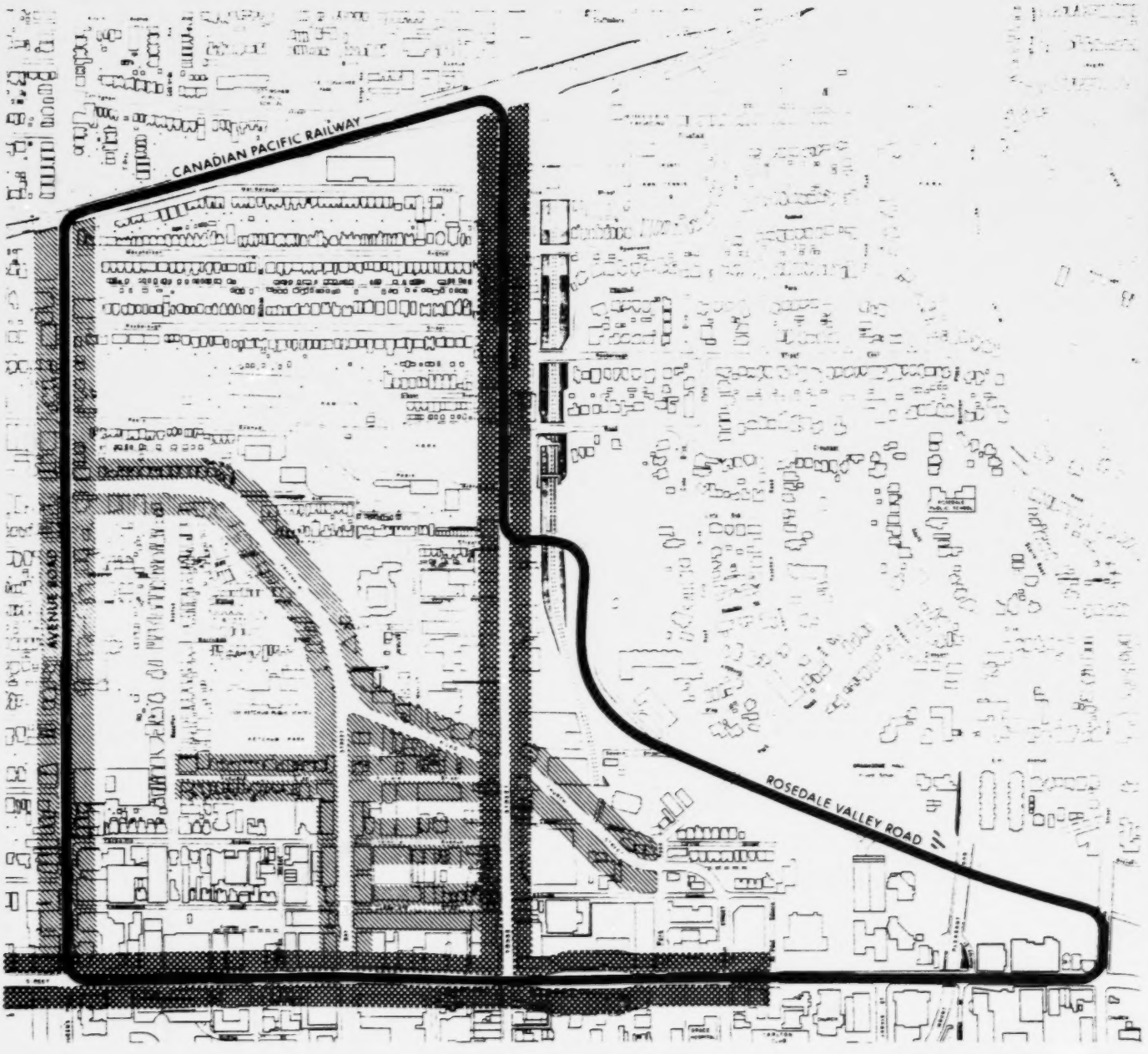
5

north midtown

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

MAY, 1983



PROPOSED ADDITIONS TO BY-LAW No. 715-81

EXISTING STREETS SUBJECT TO BY-LAW No. 715-81

PROPOSED AND EXISTING STREETS PROHIBITION OF SPLIT LEVEL ENTRANCES TO RETAIL USES

OFFICIAL PLAN PART II

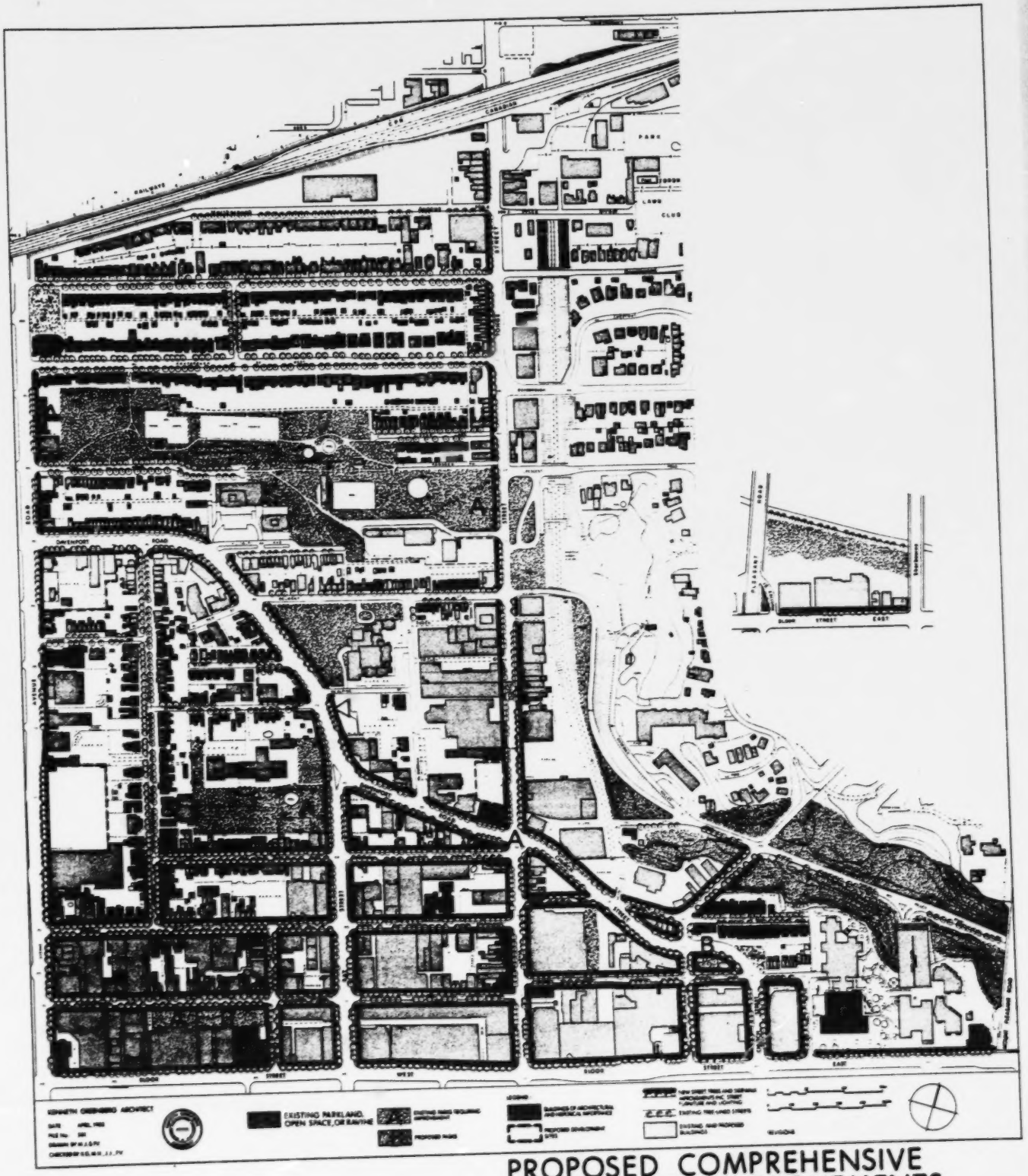
6

north midtown

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

MAY, 1983



PROPOSED COMPREHENSIVE STREETSCAPE IMPROVEMENTS PLAN

REVISED NORTH MIDTOWN AREA PLAN

7

north midtown

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

MAY, 1983

Land Use Committee

May 5, 1983

APPENDIX A

Summary of Amendments Proposed in this Report to Provisions of the North Midtown Area Plan, as approved in principle by City Council on November 12, 1976

N.M.A.P. PROVISION	PROPOSAL	REASON
A. PART II PLAN		
1. Interpretation	leave	general introduction to Part II
2. General Policies		
2.1 character	leave	
2.2 built form, amenity	expand	requires further detail
2.3 residential	leave	
2.4 commercial	expand	delete local vs. regional retail, expand on compatibility of residential and commercial uses
2.5 community services	delete	Part I appropriate
2.6 public land	delete	Part I appropriate
2.7 open space	leave, now 2.5	
2.8 transportation	expand, now 2.6	
	new 2.7	design guidelines
	new 2.8	public improvements
	new 2.9	sun & wind studies
3. Residence Areas		
3.1		
(a) general objectives	leave	
(b) density limits	delete	Part I appropriate
(c) special provision - north side of Marlborough	leave, now 3.1(b)	
(d) infill housing	leave, now 3.1(c)	delete only (i)
(e) family housing	leave, now 3.1(d)	
(f) areas of special identity	revised, now 3.1(e)	Pears & Belmont and North of Ramsden Park consolidated into "Ramsden Park"
(g) industrial uses	delete	Part I provisions already deleted

N.M.A.P. PROVISION	PROPOSAL	REASON
3.2		
(a) general objective	leave	
(b) assisted housing provision	delete	Part I appropriate
(c) family housing	delete	Part I provisions appropriate
4. Mixed Commercial-Residential Areas		
4.1 Low Density Mixed Commercial-Residential Area "A" (Yorkville)		
(a) general objective	revise	delete reference to regional retail
(b) density provision	delete	Part I appropriate
(c) & (d) houseform buildings	delete except for Hazelton Avenue	unnecessary
(e) Village of Yorkville Area of Special Identity	exclude Hazelton Avenue, now 4.1(b)	include in Scollard-Hazelton area
	new 4.1(c)	Scollard-Hazelton
4.2 Low Density Mixed Commercial-Residential Areas B, C and D		
(a) general objectives	delete	unnecessary
(b) Special Density Provisions B	delete	"
(c) " " " C	delete	"
(d) " " " D	delete	"
(e) " " " E	delete	"
(f) Area of Special Identity (Yonge)	expand, now 4.1(d)	clarify built-form controls
(g) " " (Yonge)	expand, now 4.1(e)	no split level entrances
(h) " " (Davenport)	expand, now 4.1(f)	compatibility of built form with Pears Ave.
4.3 General Polices applicable to Low Density Mixed Commercial-Residential Areas		
(a) assisted housing	delete	Part I appropriate
4.4 Medium Density Mixed Commercial-Residential Areas		
(a) general objectives	delete	
(b) density provisions	delete	Part I appropriate
(c) assisted housing	delete	" "
(d) special density provisions	delete	" "
(e) assisted housing	delete	" "

N.M.A.P. PROVISION	PROPOSAL	REASON
(f) design adjacent to areas of special identity	leave, now 4.2(a) new 4.2(b)	 Yonge/Church/ Rosedale Valley Road
4.5 High Density Mixed Commercial-Residential Areas (now 4.4)		
(a) general objectives	delete	
(b) density provisions	delete	Part I appropriate
(c) special density provisions	delete	" "
(d) special density provisions	delete	" "
(e) assisted housing	delete	" "
(f) housing requirement	delete	" "
(g) assisted housing	delete	" "
(h) design guidelines	revise, now 4.3(a), (b) & (c)	
4.6 Lands in Mixed Commercial-Residential Areas owned or used by institutions	delete	Part I appropriate
5. Institutional Areas	delete	Part I appropriate
6. Special Study Areas		
6.1 Scollard Street	delete	study completed
6.2 Yonge Street	delete	" "
6.3 Amendments in Special Study Areas	delete	" "
7. Open Space and Ravines		
7.1 Rosedale Ravine	revise, now 5.1	
7.2 Pedestrian Routes	revise, now 5.2	
7.3 Village of Yorkville Park	leave, now 5.4	
7.4 Ravine Preservation	leave, now 5.5 new 5.3	
8. Transportation		
8.1 local streets	leave	
MAPS		
A. Designations	- update - change area on Yonge St. to A - delete F, G, H and J categories - delete special study areas	

N.M.A.P. PROVISION	PROPOSAL	REASON
B. Designated views, areas of special identity,	- add Rosedale Valley, Yorkville Fire Hall	
C. Open Spaces, pedestrian Routes	- update	
D. Local Streets	- delete	S.5.3 sufficient

B. ZONING BY-LAW PROVISIONS

2.1 Use and Density - General	see maps	
2.2 Housing Restrictions and Requirements		
(a) family housing requirement	delete	unnecessary
(b) dwelling unit size	delete	unnecessary
(c) unit mix	delete	unnecessary
(d) Z4 districts - assisted housing	delete	provisions deleted from Part II
(e) special housing	delete	use general provision in Zoning By-law
(f) conversion	delete	unnecessary
2.3 Special Use Provisions		
(a) Yorkville	delete	unnecessary
(b) Scollard	delete	implemented
(c) Belmont St.	delete	implemented
(d) local retail	delete	unnecessary
(e) Bloor Street	delete	unnecessary
2.4 Development Standards		
(a) Height Limits	see maps	
(b) Special Envelopes:		
1. Yonge north of Ramsden Pk.	delete	replace with guideline
2. Belmont Street	delete	replace with guideline
3. S. side Church & Asquith	delete	in By-law 853-79
4. Bloor Street ravine	delete	unnecessary
5. Village of Yorkville	delete	replace with guideline
6. Davenport Terrace	delete	replace with guideline
(c) Front Yard Setbacks:		
- R districts	delete	to be introduced City-wide
- CR districts	delete	replace with guidelines where necessary

Land Use Committee

May 5, 1983

N.M.A.P. PROVISION	PROPOSAL	REASON
(d) minimum lot frontage, R districts	leave	except Roxborough St.
(e) common outdoor space exemption	delete	unnecessary
(f) further study - CR L1 U60 area	delete	study completed
2.5 Repeal of Fishleigh By-law	delete	implemented
C. OTHER ACTIONS		
3.1 Criteria for Development Review	update and review in relation to Area of Spec. Identity statements	included in "Design Guidelines for North Midtown"
3.2 Residential Open Space Requirements	delete	Not applicable to City
3.3 Parking, Servicing and Traffic	delete	CAPLS completed,
3.4 Other Matters	update	many recommendations now obsolete

APPENDIX B

Response to the Proposals in the 1980 report
"Comprehensive Review of the North Midtown Area Plan"

1. Asquith-Collier Residents' Association, January 5, 1981

"We are in receipt of the letter and material forwarded to us by Ms. Cathie Macdonald dated October 10, 1980.

Having reviewed this material, we would like to respond to the two issues we were asked to address:

(i) We wish to reiterate the view expressed by our past-president Max Bacon in a letter dated January 21, 1980 and appended to the "Comprehensive Review of the North Midtown Area Plan" report that the North Midtown Area Plan be formally adopted. We further agree that the Plan be updated and simplified and processed as a comprehensive Part II document.

(ii) With respect to the specific revisions discussed in the report "Comprehensive Review of the North Midtown Area Plan," we offer the following comments:

1. Page 6, Section 3.1

We agree that the North Midtown Area Plan should only duplicate those statements which it is considered important to confirm for North Midtown. Other duplication is not necessary and often leads to ambiguity.

2. Page 7, Section 3.1.2 (ii)

This sub-section should have mentioned the incompatibility of Manulife and Crown Life in relation to residential uses. The sheer bulk of office uses is just as important as eating establishments.

3. Page 8, Section 3.2.1

It is agreed that Asquith-Collier is not distinguished by sufficently strong and consistent design features to warrant special controls. However, there should be strong Official Plan and Zoning By-law provisions to ensure that it remains a first class residential area. There should be special height and set-back regulations for the street and the surrounding area to protect the

area in respect to our sunlight (solar energy) and these should be for a year-round situation.

4. Page 9, Section 3.2.3

Map 2 should also show a view from Rosedale Valley Road up to Collier St. and to Bloor St.

5. Page 9

The new bicycle route along the Rosedale Valley Road should be recognized in the text and on the maps and a connection to Bloor St. should be shown. The route is presently incomplete. Map 3 should thus be amended.

6. Page 9

There should be a proper connection in the pedestrian route from Park Road and Collier to the Nature Trail in the Rosedale Valley Road.

7. Page 12, Section 3.3.5

It is inconceivable that the scale of the Metro Library could be considered compatible with the three or four storey buildings on the west side of Yonge St. Notwithstanding this, the west side should be kept low-profile. The low density designation and height of fourteen metres is satisfactory.

8. Page 15, Paragraph 2

We reiterate our view that the development of assisted housing on land conveyed the Crown Life to the City between Church St. and Asquith Avenue is most undesirable. The housing when completed will be overshadowed by the Hudson's Bay Centre Development, and will be detrimentally affected by traffic on the surrounding streets, especially Church St.

9. Page 15, Section 3.3.10, Paragraph 2

This statement is unfortunate but I suppose there is nothing we could do about it now.

10. Page 17, Section 3.3.14

We think that St. Paul's Square should be added to the list of local streets and shown on the map.

11. Page 18, Section 4.1.1

The existing zoning Map 7(b) shows Crown Life and the South Part of Manulife as CR L4.5 U350, the proposed density Map 9(b) is CR L3 U350, which deletes 1.5 fsi, however, the existing CR L2 U300 is replaced by CR L2 U350 on the North Part of the Manulife property including the parking area. The area also includes the slopes of the ravine north to the Rosedale Valley Road as CR L2 U350.

We are greatly concerned with the fact that Manulife Company can build such a high density development immediately adjacent to the houses on Collier St. and Asquith Avenue. We think the plan should include setback, angular plane and related requirements of commercial buildings constructed on lots abutting residential properties (which the Planning Board now has under consideration for areas other than the Central Core). We also think that Manulife should not be able to calculate density on the ravine slopes which it cannot build on.

12. Page 15, Section 3.310

Refers to this increase and states that the OMB required it. I think that we should be absolutely sure of this fact because an increase of 50 UPHA is considerable (20 UPA). Did the OMB dictate that the ravine slopes should be part of the area upon which density could be calculated?

13. Page 19

The mixing formula shouldn't be increased (Par. 1) from 2 to 2.5. Why has this been done?

14. Page 19

How can one get on Yonge St. (L2.5 U150 with a fourteen metre) (45 feet) height limit. I very much doubt that it is physically possible.

If we are correct in this, then pressure to increase the height would certainly come and the house form buildings (Stapels, Hardware, etc.) would go. This is undesirable. It may be noted that the maximum density generally permitted in the suburbs is 60 UPA (150 UPHA) and one can contrast the size of those buildings 15 storeys or more

with the existing buildings on the west side of Yonge St. North of Cumberland.

15. Page 19

We agree that U300 is plenty (shown on Map 12).

16. Page 20

What is compatible with residential development? Is this set out anywhere in the plan or in the Part 1 plan. Unless there is some clear definition of what compatibility means it will be difficult to judge development upon their merits.

17. Page 21

It is clearly desirable to zone the fire hall and library (on Yorkville) CR L1.5 U250. They should be designated as historic buildings and zoned for institutional use so that they will remain. They are now in the public domain and certainly zoning should not encourage any change of use.

18. Page 26, Paragraph 1

We hope that the formulation of the restrictions will proceed expeditiously.

19. Page 27, Paragraph (b)

The unit mix requirements in the mixing formula would probably be sufficient and provide a good enough brake on undesirable activities.

20. Page 27, Section 4.3.2

We agree.

21. Page 27, Section 4.3.3

This would appear satisfactory but we would doubt that a group home would establish in the value and size of house on Asquith and Collier. In any event, the Plan and Zoning By-law should ensure that only one could locate in our neighbourhood because of the minimum distance requirement between group homes.

22. Page 31

The 45 degree angle should be retained. It certainly should not be changed to 60 degrees and it should remain in the North Midtown Area Plan.

23. Page 32

In respect to the Crown Life Development we have lost the battle on the angular plane and I suppose we have to accept the change in the plan in respect to that particular development. However, we should certainly not accept any change for any other developments.

24. Page 32

The Ravine Lands. We object strenuously to the building envelope not being incorporated in the Zoning By-law. If developers want to go to the Committee of Adjustment or ask Council for a special by-law, let them. We would be able to fight where necessary. The principle is an extremely important one to keep in both the Official Plan Part II and in the Zoning By-law.

25. Page 33, Section 4.5 1

The logic in this paragraph escapes us. Perhaps we have read it incorrectly. It would ruin the street facade if new houses were required to be set back 20 feet when existing adjacent houses are set back only about 10 feet. However, it is unlikely that anybody would pull down a house and rebuild with a set back on Asquith or Collier Streets so perhaps we won't have to worry.

Frontages should be reduced to 15 feet or perhaps 14 feet. I would expect that at least 95 per cent of the houses on Asquith and Collier are less than 20 feet and most less than 15 feet.

26. Page 37

We do not understand why density should be increased in the situations set out at the botton of page 36 and the top of page 37.

27. Page 38, Section 11.22

We are obviously delighted that the streetscape proposed by the Hudson's Bay Company is actually set out in the

Official Plan. We hope that we will get an answer to a letter from us to the City regarding this matter shortly.

28. Page 38

We agree that the Sporthaus should remain low rise and the G zoning should remain on it with the Sporthaus continuing as a non-conforming use. The height limit on the Sporthaus and the Christadelphian Church land should be 12 metres (45 feet) not 46 metres (150 feet) also the 46 metres height limit east of the east end of Collier St., and St. Paul's should be modified by an angular plane plus perhaps a height limit for the first (Westerly) part of the site.

29. Page 39, Section 11.36

The area is a jungle now but the 14 metre height limit would give a little relief especially since the southwest corner of Yonge and Cumberland is low. We strongly support a lowering of the height limit and the recommendation of the planning staff. We could not find anywhere in the proposed provisions to the plan a carefully formulated framework respecting the interface between commercial and residential districts.

30. Page 42, Sub-Paragraph (j)

This is good, as far as it goes. But St. Paul's should be in as a local street.

31. Page 42, Paragraph (n)

We agree with the imposition of appropriate restrictions and hope that they will be really tough.

32. Page 42, Paragraph (q)

No height is given for the vertical part of area number 2 of the east side. There is no angular plane from the Rosedale Ravine to Bloor St. and it should be inserted, especially for Manufacturers Life.

33. Page 43-45

We think a comprehensive Part II is very important.

The report appears to support this. In addition the adoption of such helps us in case a reactionary council gets into power. The Official Plan, backed by policies,

etc. and implemented by a zoning by-law has much better protection for use than generalities and promises.

34. Map 3

We would like to see the Sporthaus and Christadelphian Church taken out of the medium density mixed CR and put in as institutional and open space.

We would also like to see the medium density mixed use on Manulife and other properties between st. Paul's and Sherbourne not going down below the top of the bank of the ravine. It ought to be open space as it is for the property on either side of Mt. Pleasant Road along Rosedale Valley Road. The Rosedale Valley Ravine should be designated as open space. Ideally, the Manulife high density area should be cut back to the Asquith Avenue north limit line projected. This would be on Map 12(b).

On Map 4 there should really be designated views all along the Rosedale Ravine.

35. Map 5

See previous notes re the Pedestrian and Bicycle Route and their designation on the plan.

36. Map 6

St. Paul's should be a local street as should the west end of Collier St. from Park Road to Church St.

37. Map 10

The angluar planes are important and should be retained. The dotted line east of Asquith Avenue should be joined in a straight line along the 61.0 height limit not wander across the gardens of Manulife.

There should be a height limit of nil in the ravine.

Manulife should have 12 metres as a height limit next to the east end of Asquith Avenue and Collier Street.

38. Map 11

Manulife's high density mixed CR should be cut back to line parallel to Bloor St. and Asquith, as noted above. Manulife's medium density should be cut back from the

ravine and should be open space from the top of the ravine slope northward.

39. Map 12(b)

Manulife should be cut back to fit Map 11, i.e., CR L2 U300 to stop at Asquith and G from the top of the ravine slope to the Rosedale Valley Road. There also should be an envelope from the east end of the Asquith-Collier Area.

40. Map 13

There should be an angular plane to Manulife.

41. Maps 14(a) and (b)

The angular plane for the Ravine and Manulife should be inserted in these paragraphs. It was in the first draft of the Part II Plan adopted and it seems to have been omitted.

The 45 degree plane is calculated from the top of the portal. It should be calculated from ground level (i.e., centre of east edge of the tracks) to preserve minimum shadowing of the ravine.

Naturally, prior to the formal adoption of a revised North Midtown Area Plan, we would expect these issues to be addressed and resolved and we would hope to be consulted at an appropriate time.

Thank you for the opportunity to register our views."

2. Blaney, Pasternak, Smela and Watson, Solicitors for ISKCON, 243 Avenue Road, December 19, 1980

"As requested in our meeting December 18, 1980, we will set out in this letter the reasoning behind our clients' proposal that the zoning of their property be CR L2 U150 (metric).

The Official Plan designates the property for Low Density Mixed Commercial-Residential. The existing zoning is C1 V1 subject to the Fishleigh By-law. The Fishleigh By-law permits a fairly broad range of commercial uses on the site including retail and service shops, offices, schools, municipal and utility buildings, some

automobile related uses, a pool room, a bowling alley and a theatre. The commercial uses permitted by the Fishleigh By-law are, however, less permissive than those permitted under the C1 V1 zoning.

The main concern expressed in the report to the Planning Board of October 6, 1980, is that the church is a designated building, and consequently, the City has an interest in reviewing any proposed non-church use.

The writer also gathered from our meeting that staff was concerned to ensure that any redevelopment of the site, either within the form of building or in any new building, should only take place if proper care is taken to protect the adjacent residential area.

In short, the two concerns of the City are to protect the designated building and protect the adjacent residential neighbourhood.

It is our view that both of these concerns can be met without zoning the property R2 Z2.

We would like to deal with both of these issues separately in this letter as they are separate issues:

The Ontario Heritage Act

At present, if our clients, or any subsequent purchaser, wishes to demolish the church the public interest is represented by the Ontario Heritage Act. This would not prevent an ultimate demolition but would delay demolition to permit Government authorities to determine whether the building should be acquired by the Government. If our clients, or any subsequent purchaser, want to materially alter the appearance of the building there is clear protection provided for under the Ontario Heritage Act.

Accordingly, our clients feel strongly that it is inappropriate, and not permitted by the City's Official Plan, for the City to use its zoning by-law for purposes contrary to The Planning Act.

It is our position that the land use issue, as a matter of policy, was determined at the Official Plan stage. The City had a full opportunity to adopt whatever Official Plan it saw fit, subject to approval by the Minister. Our clients had their opportunity to either support or object to any land use designation under the Official Plan. The Planning Report of October 6, 1980, clearly recognizes the status of the Official Plan in stating: "The Official Plan designation of Low Density Mixed Commercial-Residential indicates Council's intention that the sites not be strictly limited to residential and/or church uses."

May 5, 1983

Land Use Committee

Protection of Residential Neighbourhoods

We recognize the protection of the adjacent Low Density Residential Area as a legitimate City policy.

The City and local residents have a number of protective devices which will ensure reasonable compatibility:

(a) The Official Plan by designating the property Low Density Mixed Commercial-Residential will ensure that there will be a buffer between the Low Density Residential Area to the east and Avenue Road which is a major road with high traffic volumes;

(b) The proposed revised height limit for the church property is 14 metres which is identical to the height limit on properties in the adjacent residential area. This height limit will ensure height compatibility. Our client is not objecting to the height limit;

(c) Any change in use of the existing building to a non-church use will bring into force the basic parking requirements of the comprehensive zoning by-law which will ensure that any proposed use will have to take care of its own parking. Effectively, this will be a significant limiting factor on any change in use;

(d) On any redevelopment of the site the open space requirements of the by-law would have to be met representing an increase in amenities;

(e) On any change in use within the existing structure or redevelopment of the site the density provisions of the by-law would have to be respected ensuring compatibility;

(f) So far as immediate neighbours are concerned, they must either be aware or would be deemed to be aware of both the Official Plan and the existing zoning which both permit non-church and non-residential uses. Furthermore, any immediate neighbours would be living within a few doors of Avenue Road and must be taken to have accepted a certain amount of "city living";

(g) Any development or redevelopment of the site would have to go through the site planning development control process provided for in Section 35(a) of The Planning Act which would give the City detailed control over a large number of features of the project to ensure maximum compatibility;

(h) The very fact of a designation of the building means that there is a stimulus to maintain the existing structure.

Our clients cannot accept that the City of Toronto on this site is entitled to, in effect, designate the property with a holding by-law that will ensure that any development that takes place on the site proceeds by means of a site plan by-law rather than through the normal development control process.

As the writer has debated with you many times, the value of a property is very often perceived through its zoning rather than through its Official Plan designation. It is our clients' position that the City and local residents are adequately protected through the City's zoning by-laws and the development control process as well as through the Ontario Heritage Act process and that it would be grossly unfair and inappropriate for the City to seriously downzone the property from its existing C1 V1 designation subject to the Fishleigh By-law.

It is our clients' view that this type of inappropriate zoning to ensure total control of a property is not permitted by either The Planning Act or by your Official Plan and furthermore that the Low Density Residential Zoning is not permitted under Section 4.2(b) of the North Midtown Area Plan."

3. R.E. Barnett, Architect for St. Paul's Avenue Road United Church, 121 Avenue Road, December 12, 1980

"We have reviewed the Part II Official Plan proposals for North Midtown as they affect the St. Paul Avenue Road site at 121 Avenue Road. In this regard we have also sought informal opinions from two professional planners (one working with the Provincial Government and one in a private consulting practice), and two lawyers with experience in zoning matters. The following notes reflect not only our view as agents for the Church, but also the views of those with whom we have consulted.

There are three areas in which the proposals appear to prejudice the use of the property and the basic goal of preservation of the building

1. the proposed retention of the R3 designation in the zoning by-law.

2. the proposed height limitation on the property.

3. possible future restrictions on the use of the site as an eating establishment.

May we comment as follows:

1. We endorse the overall policy of changing QR sites to CR designations in the plan. The change to CR zoning does not encompass the Church site at 121 Avenue Road. We feel that the protection afforded under the Ontario Heritage Act and the incentives provided for retention of historic buildings through the Official Plan should suffice to create a milieu with the building can be preserved. To depress the zoning of historic buildings below that of adjacent sites would be to apply a policy which we cannot find reflected in the Official Plan. We would ask you to state specifically that this is a city-wide policy which is being applied to the St. Paul's site. We do, however, feel that such a policy would be a disincentive to developers to retain older buildings, since the rezonings you suggest can rarely be accomplished quickly or easily. Especially in a case where the building is unusual it is difficult to obtain a rezoning with a tenant waiting for immediate occupancy. It is impossible to know in advance the specific use to which the building will be put or the renovations which will be required. The argument that this matter was not opposed by the Church at recent OMB hearings into the Official Plan should be considered in light of the Church's limited financial resources, and their inability to foresee the consequential effect on the future of the site.

   We recommend that the proposed zoning for this site be revised to CR L2 U150 since we feel that it would be prejudicial to declare an intent to use the site for residential purposes at a density drastically different from surrounding sites.

2. The proposed height limitations are dealt with appropriately on the maps, but we feel that the proposed 14M. height limitation for the site in the text (but not on the map) should therefore be deleted. It has been our position for some time that the best way to support the low density of the historic Sanctuary is with the capability of achieving an overall density on the site compatible with the density on neighbouring properties similarly adjacent to major streets. It would be impossible to preserve the Sanctuary in the development of the site without the availability of the density allowed in both the Part I and Part II Plans. This density cannot be achieved with a 14M height limitation. We suggest that this policy applied generally would be a strong disincentive to property owners considering listing or designating their properties. The Ontario Heritage Act has been developed to deal with historic properties; and we feel that there are implicit limitations to measures which can be utilized outside the Act which might prejudice an owner's

right to use his property. We feel that the 18M limit should be applied as on equivalent sites.

3. References are made to a study of eating establishments and the possiblity that they may be excluded from the list of allowable uses. Our current experience is providing that there are a very few uses for a large open space like the Sanctuary, particularly in view of the need to retain the designated interior design of the Sanctuary. A restaurant may prove to be the only way to retain the historically designated space. We feel that the site should be exempted from the special study or that rezoning should not be delayed while this study takes place."

4. Davenport Terrace Merchants and Owners, December 10, 1980

"We, the merchants and owners of Davenport Terrace, wish to respond to the October 6, 1980 North Midtown Area Plan revisions, and request that our comments be considered in the preparation of the final plan.

Firstly, may we compliment you and your staff for the latest, simplified approach to planning for our area. Not to suggest that this plan has been a piece of cake but you have cut through the whipped cream topping, and gotten into the filling and pastry with this latest report.

Our recommendations are as follows:

1) Page 50 - Please include us, The Davenport Terrace Merchants and Owners, on your circulation list - Mr. R.T. Merry, c/o 188 Davenport Road, Toronto, Ontario, M5R 1J2.

2) Thank you for accepting our setback recommendation.

3) The simplified building envelope is a step in the right direction. We believe that the acceptable angle for building should be 37-1/2 degrees instead of 30 degrees. This would encourage residences on the full third floors of these buildings instead of limiting the residential uses to 50% of the 3rd floor.

4) The increased densities and coverage is quite acceptable along the majority of the Terrace, although we believe the Bank of Commerce corner should be revised to permit an 18 metres

maximum height in keeping with our major intersections to the south.

We would like to be involved in the study on use restrictions placed in our area. The study area should be expanded to include the east side of Avenue Road between Davenport and Pears. The outcome of this study is very important to us because it is our livelihoods as owners and merchants that is in the balance.

Congratulations again on making some real and sensible progress; let's get the job completed."

APPENDIX C

CONSOLIDATED UPDATED AND REVISED NORTH MIDTOWN AREA PLAN

May 1983

FINAL PROPOSALS - THE NORTH MIDTOWN PLAN

Section 1: Amendments to Part I of the Official Plan

1.1 That Part I of the Official Plan for the City of Toronto Planning Area be amended by deleting Section 11.1 respecting commercial uses between Marlborough St. and CPR tracks.

1.2 That a Part II Plan for North Midtown be created, as follows:

1. INTERPRETATION

1.1 For the purpose of amending the Official Plan for the City of Toronto Planning Area, North Midtown is defined as that area bounded by the C.P.R. tracks on the north, Yonge Street, Rosedale Valley Road, and Sherbourne Street on the east, Bloor Street on the south and Avenue Road on the west.

1.2 This amendment is deemed to be Part II of the Official Plan for North Midtown.

1.3 The boundaries of the Residence Areas, Mixed Commercial-Residential Areas, Open Space areas and Areas of Special Identity are as set out on Maps A and B, which form part of this Amendment. Map C similarly forms part of this Amendment.

1.4 The text and maps of Part I of the Official Plan continue to apply to North Midtown except in cases where the text and maps of this Amendment are in conflict therewith, in which case the text and maps of this Amendment shall prevail.

2. GENERAL

2.1 North Midtown contains a broad mix of predominantly residential and commercial uses in a diversity of building forms. It is the policy of Council, in respect of such mix and diversity, to adopt policies which serve to maintain and reinforce the particular forms and

functions which are characteristic of each of the component Areas of North Midtown, and to protect Residence Areas from adverse effects of abutting commercial uses.

2.2 It is the policy of Council to protect and enhance the historical and environmental assets of North Midtown, including particular buildings, streetscapes, parks, pedestrian ways and views. Accordingly, Council shall pass by-laws and employ its powers of development control to, among other matters, limit the height of buildings, regulate setbacks, and adopt design guidelines in accordance with the functions and characteristics of the component areas of North Midtown herein described in Sections 3 and 4 of this Plan.

2.3 In order to assist in the achievement of Council's housing targets for the Central Core, and in recognition of the availability of residential support services within North Midtown, it is the policy of Council:

(a) to encourage and provide for an increase in the residential population of North Midtown and in particular in the High and Medium Density Mixed Commercial-Residential Areas; and

(b) to encourage a diversity of housing opportunities in North Midtown and in particular to encourage, subject to Section 1A.23 of Part I of this Plan, the development of housing suitable for families with children and assisted housing.

2.4 It is the policy of Council to employ its powers of regulation in order to ensure that commercial uses and the form of development in Mixed Commercial-Residential Areas abutting Low Density Residence Areas are compatible with residential uses.

2.5 It is the policy of Council to ensure continued access to the public Open Space areas within North Midtown and to maintain such lands and effect improvements as may be appropriate. Council shall employ its available powers of regulation and review in order to ensure the retention of views to the Rosedale Valley ravine.

2.6 It is the policy of Council to exercise its available powers to discourage or restrict the provision of all day parking in North Midtown for commuters to the Central Core, to encourage the use of public transit for trips to and through the area, and further, to encourage an

increase in the utilization of existing parking facilities by residents and shoppers, and the provision of needed additional short term parking spaces.

2.7 In order to assist in the meeting of objectives of this Plan through redevelopment, it is the policy of Council to:

(a) adopt design guidelines for the review of projects in the North Midtown Area; and

(b) ensure that development applications in North Midtown comply with such guidelines or provide acceptable alternatives that meet area planning objectives.

2.8 In order to enhance the streetscape and improve the pedestrian environment throughout North Midtown, it is the policy of Council to undertake sidewalk improvements, park improvements, and intersection improvements based on a comprehensive plan which includes among other matters the following:

(a) a program for sidewalk improvements developed in consultation with area associations and property owners, in particular, improvements to Bloor Street, Bay Street, Yonge Street, Davenport Terrace and streets in the Yorkville area; and

(b) a comprehensive plan for the ravine lands to include nature trail, opportunities for winter use and as a continuous bicycle route connecting to Bloor and Yonge Streets.

2.9 It is the further policy of Council to require the submission of sun and wind studies for development projects for high buildings in the North Midtown Area, and the redesign of prjects, where necessary, to ensure acceptable sun and wind conditions, particularly for pedestrian areas.

3. RESIDENCE AREAS

3.1 LOW DENSITY RESIDENCE AREAS

3.1(a) Low Density Residence Areas shall be regarded as stable residential areas, and new development shall be compatible in terms of scale and character with existing buildings and streetscapes.

3.1(b) Notwithstanding Section 2.1 of Part I of this Plan, Council may pass by-laws to permit public or private recreational facilities in that portion of the Low Density Residence Area within the area bounded by the C.P.R. tracks, Yonge Street and Marlborough Avenue.

3.1(c) In passing by-laws to permit residential buildings in Low Density Residence Areas, where such buildings are off street and behind existing residential buildings, Council shall be satisfied that the design and location of such buildings is compatible with buildings in the area and minimizes the overlooking or overshadowing of adjacent housing and the impact of vehicular traffic generated by such development on the surrounding area.

3.1(d) In order that a sufficient supply of accommodation appropriate for families with children remains available in the Low Density Residential Areas of North Midtown, it is the policy of Council to employ its powers of regulation and review so as to prevent or restrict further conversions of housing suitable for families with children in Low Density Residence Areas, and to encourage the provision of such housing in such Areas.

3.1(e) Lands within the Low Density Residence Areas of North Midtown are designated as the Yorkville Triangle, Ramsden Park, and Asquith-Collier Areas of Special Identity as shown on Map B. In these Areas, Council shall employ its available powers of regulation and review in order to ensure that new development respect the special character of these Areas, which contain tree-lined streets and two and three storey attached and detached houses generally built of brick, consistently set back from the street line, and in the Yorkville Triangle and Asquith-Collier Areas of Special Identity compatible with the predominant Victorian style.

3.2 MEDIUM DENSITY RESIDENCE AREA

3.2(a) The Medium Density Residence Area shall be regarded as a predominantly residential area accommodating a wide range of housing unit types. A variety in building forms shall be permitted provided that the massing, scale and height of any such new development respect the prevailing characteristics of adjacent Areas.

4. MIXED COMMERCIAL-RESIDENTIAL AREAS

4.1 LOW DENSITY MIXED COMMERCIAL-RESIDENTIAL AREAS

4.1(a) The provisions of Section 3A.1(h) of Part I of this Plan shall continue to apply to lands in the Village of Yorkville, shown on Map A as Low Density Mixed Commercial-Residential Area 'A', and shall also apply to lands in the vicinity of Yonge Street and Yorkville Avenue, also shown as Low Density Mixed Commerical-Residential Area 'A' on Map A.

4.1(b) The vicinity of Yorkville, Cumberland, and Bellair Streets is designated as the Village of Yorkville Area of Special Identity, as shown on Map B. Council shall employ its available powers of regulation and review in order to encourage developments that are compatible with the existing form and uses in this area and to encourage, where possible, the retention of existing clusters of house-form buildings. Buildings in the area are predominantly brick-fronted houseform buildings, generally set back from the street line, with consistent cornice lines and building heights, frequent gables and dormer windows, and a general vertical emphasis on design. Retail uses in the form of small shops are continuous along the street frontage and often located at a half level below or above the street level. Dominant uses are specialty boutiques, particularly for clothing, antique stores, restaurants and outdoor cafes.

4.1(c) The Low Density Mixed Commercial-Residential Area along Scollard Street between Hazelton Avenue and Bay Street and Hazelton Avenue in the vicinity of Scollard Street is designated as the Scollard-Hazelton Area of Special Identity as shown on Map B. Council shall employ its available powers of regulation and review in order to encourage developments that are compatible with the existing form and use of this area. Structures in this Area are mainly two and three storey Victorian houseform buildings on small lots built close to the street line with many entrances at street level and are used for a mixture of shops, particularly art galleries, and offices, some with residential units above. Restaurants and tavern type uses are prohibited in the area. The retention of listed buildings and clusters of houseform buildings is to be encouraged as well as the development of mixed use buildings in which non-residential uses are compatible with residential uses.

4.1(d) The Low Density Mixed Commercial Residential Area located on the west side of Yonge Street north of Ramsden Park is designated as the Yonge Street North of Ramsden Park Area of Special Identity as shown on Map B. Council shall employ its powers of regulation and review in order to encourage developments that are compatible with the existing form and use of this area. Buildings in the area are mainly in the form of three storey brick rows built to the street line, with frequent entrances. These structures are primarily small shops at street level, serving local and regional markets, with dwelling units above. Because of its proximity to the Low Density Residence Area to the west, special consideration shall be given to the impact of commercial uses, the form of development, and parking and servicing arrangements, on the Residence Area.

4.1(e) The Low Density Mixed Commercial-Residential Area located on Yonge Street between Cumberland Avenue and Davenport Road is designated as the Yonge-Yorkville Area of Special Identity as shown on Map B. Council shall employ its available powers of regulation and review in order to encourage development that is compatible with the existing historic buildings and uses of this area. Structures on Yonge Street are primarily historic three-storey brick-fronted buildings built to the street line, with frequent entrances to shops at the street level and some have apartments above. New buildings along Yorkville Avenue should be compatible with and enhance the Yorkville Public Library and Yorkville Fire Hall which are landmarks in the area and listed by Council as having architectural and historical merit. Designated views of the Fire Hall tower should be maintained as shown on Map B. New buildings proposed in the vicinity of Stollery Park should not unduly overshadow it. Development abutting Scollard Street should also complement existing listed and other houseform buildings. With redevelopment, opportunities exist to reinforce the character, improve views and streetscapes, and improve upon the quality of the pedestrian environment of the area.

4.1(f) Lands in the vicinity of the Low Density Mixed Commercial Residential Area located on the north side of Davenport Road between Avenue Road and Hillsboro Avenue are designated as the Davenport Terrace Area of Special Identity as shown on Map B. Council shall employ its powers of regulation and review in order to encourage developments that are compatible with the existing form and use of this area. Structures in this area consist of

a unique continuous row of three storey brick houses with consistent heights and cornice lines, consistent setbacks from the street line, and a continuous profile of pitched rooflines along the street. Dominant uses include boutiques, art galleries and professional offices. Consideration is to be given to uses that are compatible with the adjacent Low Density Residence Area, and the buildings should not overshadow the Pears Avenue Residence Area to the north, which is located at a considerably lower elevation than Davenport Terrace.

4.2 THE MEDIUM DENSITY MIXED COMMERCIAL-RESIDENTIAL AREAS

4.2(a) In passing by-laws in respect of buildings on lots in the Yonge/Davenport/Church Medium Density Mixed Commercial-Residential Area, Council shall have regard to the compatibility of such buildings with existing structures of historic or architectural merit in the area, and with buildings and structures in the adjacent Village of Yorkville, and Yonge Yorkville Areas of Special Identity, or the Asquith Collier Low Density Residence Area, as the case may be.

4.2(b) In passing by-laws in respect of buildings on lots in the Yonge/Church/Rosedale Valley Road Medium Density Mixed Commercial-Residential Area, Council shall have regard for the impact of new development on shadowing of the Ravine area, the scale of the projects as seen from the Ravine, the provision of pedestrian routes from the Ravine to Yonge Street, the preservation of views out of the Ravine for subway riders, and the reinforcement of the traditional Yonge Street scale.

4.3 BLOOR STREET HIGH DENSITY MIXED COMMERCIAL-RESIDENTIAL AREA

4.3(a) In order to encourage the further development of the underground concourse network as shown on Map C, Council shall employ its available powers of regulation and review in order to encourage new development in the High Density Mixed Commercial-Residential Area to provide extensions and connections to the existing network; and

4.3(b) In passing by-laws in the High Density Mixed Commercial-Residential Area to permit buildings to exceed established height limits, Council shall have particular regard to ensuring acceptable wind and sun conditions at street level and other pedestrian levels.

4.3(c) In passing by-laws to permit buildings on lots in that portion of the High Density Mixed Commercial-Residential Area located west of Bellair Street, Council shall have regard for the compatibility of any such building with the Village of Yorkville Park, in terms of pedestrian and vehicular access and sunlight and wind conditions.

5. OPEN SPACE, WALKWAYS AND RAVINES

5.1 In order to secure public use of the Rosedale Valley Ravine between Sherbourne Street and Aylmer Avenue and thereby augment the City's park resources, Council will encourage the conveyance or lease to the City for park purposes of lands designated as Open Space.

5.2 It is the policy of Council to use its available powers of regulation and review to encourage the provision of pedestrian walkways at or below grade, as shown on Map C.

5.3 It is the policy of Council to encourage the improvement of public sidewalks and parkland in North Midtown through the development and implementation of a comprehensive improvement plan for private contribution to sidewalk improvements in conjunction with the construction of a major development project, and public works.

5.4 In implementing its policies for the provision of parks in the Central Core, it is the policy of Council to give priority, within the North Midtown area, to the completion of the Village of Yorkville Park as shown on Map A.

5.5 The provisions contained in Part I of this Plan pertaining to regulation of the destruction of trees or other natural vegetation, or any class or classes thereof, and the excavating or other altering contours on lands designated as ravine, shall continue to apply to North Midtown.

6. TRANSPORTATION

6.1 It is the policy of Council to take appropriate measures to limit through traffic on local streets in Residence Areas.

APPENDIX D

SUMMARY OF PROPOSED PUBLIC IMPROVEMENTS TO BE CONSIDERED AND CO-ORDINATED WITH THE PROPOSED COMPREHENSIVE STREETSCAPE IMPROVEMENTS PLAN (See Section 12 of this report)

The following list includes both general and area specific recommendations for consideration and co-ordination with the proposed comprehensive streetscape improvements:

General

1. In order to provide a pleasant, comfortable and safe pedestrian environment, improvements to the public rights-of-way should be considered as shown on Map No. 7. In implementing detailed designs, changes may be necessary because of particular utility lines or other needs recognized at the time of construction.

2. In order to develop pedestrian areas in a co-ordinated and comprehensive manner, owners should be requested to improve, at their own expense, the public sidewalk in front of their project with the remainder of the landscaping of their site, including surface materials, lighting, seating, and the planting of trees.

3. In order to ensure that pedestrians are protected from inclement weather, windbreaks, shelters, and other weather protection should be considered at transit stops and co-ordinated with developments proposed for the area.

Area Specific

1. In order to provide a more pleasant and comfortable pedestrian environment, consideration should be given to the widening of the sidewalk on the north side of Scollard Street between Bay and Yonge Streets by reducing the pavement width of the street.

2. In order to provide an enlarged and improved Stollery Park, consideration should be given to the closing of the public lane west of Stollery Park to be designed as part of an enlarged and improved Stollery Park.

3. In order to enhance the entrance to Ramsden Park from Yonge Street, consideration should be given to its improvement

including planting of trees, seating, lighting, orientation signs, and special features.

4. A comprehensive design should be undertaken to develop the ravine lands as a comprehensive Rosedale Valley Nature Trail including opportunities for winter use such as crosscountry skiing and tobogganing and year round use as a hiking and jogging/exercise trail. Consideration should also be given to development of a continuous bicycle route connecting the Rosedale Valley Ravine with Bloor and Yonge Streets.

5. A pedestrian level wind study and sun impact study of the Bloor Street area should be undertaken to determine the impact of existing buildings and potential development to the pedestrian level and the possible remedial effects to improve conditions in public areas.

6. In order to enhance the entrance to Ramsden Park from Avenue Road, consideration should be given to its improvement including the location of appropriate signs identifying the park at its entrance, planting of trees, seating, lighting and special features.

7. Low level pedestrian scale lighting, tree planting and other sidewalk and streetscape improvements should be considered for Low Density Residence Areas.

Implementation

1. The Scollard-Hazelton Area of Special Identity should be considered as an extension of the proposed Business Improvement Area for Yorkville to co-ordinate improvements for the Area.

2. The Village of Yorkville Association should implement the proposed Business Improvement Area program for the area.

3. The Davenport Terrace Area of Special Identity should be considered as a proposed Business Improvement Area to co-ordinate improvements for the Area.

4. Discussions should take place with property owners, tenants, and other interested parties, including the Yonge-Bay-Bloor Association in order to develop a program of implementing improvements to Bloor Street.